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Division of Naval History
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HISTORY OF USS FREDERICK C. DAVIS (DE 136)

The 1600 ton destroyer escort USS FREDERICK C. DAVIS, was the last combatant ship to be sunk in the Atlantic Ocean during World War II. She was constructed by the Consolidated Steel Company, Orange, Texas, during 1942 and spent her entire career in the Atlantic. The keel of the destroyer escort was laid on 9 November 1942. She was launched on 24 January 1943, with Mrs. Dorothy Robins serving as sponsor.

F.C. DAVIS was named for Ensign Frederick Curtice Davis, USNR. Ensign Davis was born 21 October 1915 in Rock County, Wisconsin. He enlisted in the Navy in 1939 and was designated a naval aviator in 1940. Ensign Davis was killed in action while serving in Observation Squadron ONE, USS NEVADA in the Hawaiian Area on 7 December 1941.

After commissioning on 14 July 1943, the destroyer escort operated on escort duty, anti-submarine, patrol duty and special operations in the Atlantic throughout the remainder of 1943.

In December 1943, the ship was one of the two units which composed Task Group 80.2 in USS HERBERT C. JONES. On 1 December 1943, FREDERICK C. DAVIS and HERBERT C. JONES were sailing enroute to Algiers, Algeria. They arrived the following day, and were assigned as escorts for convoys UGS 24 and GUS 23 on 4 December bound for Oran, Algeria. The two ships arrived in Oran on 6 December, and moored in Mers El Kebir Harbor.

While in Oran, FREDERICK C. DAVIS underwent temporary repairs to remedy a leakage in the lower sound room. On 11 December, Lieutenant Commander O. W. Goepner was relieved as Commanding Officer by Lieutenant Commander R. C. Robbins, Jr., USNR.

In mid-December, the ship joined convoy GUS 24. An empty lifeboat was sighted off the starboard beam at a distance of 200 yards. The following day, a merchant vessel which had joined the convoy, was struck by a torpedo, and the escorts shifted to concentrate on a counter-attack off the port bow of the convoy.

The ship increased speed and commenced a rapid zig-zag, patrolling from the starboard beam to ahead of the convoy. The escorts commenced dropping depth charges. An enemy submarine was forced to surface as a result of the depth charges, and USS WOOLSEY sank the submarine with gunfire. The torpedoed merchant vessel returned to Oran accompanied by FREDERICK C. DAVIS and HERBERT C. JONES.

During the latter part of December 1943, the destroyer escort made another voyage to Algiers, returning to Oran on 29 December.

FREDERICK C. DAVIS and HERBERT C. JONES were assigned as escorts for Convoy KMS 36 on 4 January for a voyage to Bizerte, Tunisia. They arrived on the 7th and the voyage was uneventful. The escort was assigned to a special troop convoy on

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HISTORY OF USS FREDERICK FUNSTON (APA 89)

The attack transport FREDERICK FUNSTON, acquired from the Army in 1943, participated in seven amphibious invasions from Sicily and Salerno to Luzon and Iwo Jima with the loss of only one man.

Built to transport men and supplies from rear areas to landings on hostile beaches, the ship was constructed by the Seattle-Tacoma Shipbuilding Corporation at Tacoma, Washington in 1942. The U.S. Army Transport Service took over the ship and used her as a troop transport in the Pacific, making a trip to Australia and the Solomons before she was sent to the Todd Shipbuilding and Drydock Company at Hoboken, New Jersey to be converted for Navy use.

On 24 April 1943 the ship was first placed in commission in the U. S. Navy as USS FREDERICK FUNSTON with Captain John E. Murphy, USN, as her first commanding officer.

The ship, named for Major General Frederick Funston, U.S. Army, was christened by Miss Barbara Eda. After her acquisition by the Navy, it was decided to retain her original name.

After a brief shakedown cruise and extended amphibious training exercises in the Chesapeake Bay FREDERICK FUNSTON sailed out of Hampton Roads, Virginia on 8 June 1943 on her maiden voyage for the Navy. Taking the southern route across the Atlantic through what was known as Submarine Alley, she made one definite submarine contact but was not attacked, arriving in Mers El Kebir, Algeria on 22 June 1943.

After two amphibious training exercises had been staged in preparation for the real thing, FREDERICK FUNSTON sailed for her first amphibious assault, Sicily, with troops of the 45th Division embarked. On the evening of the 10th, she anchored in the transport area amid a rough, choppy sea. The landing craft began making for the beach by 0300 under cover of darkness.

The beach was in such bad condition that of the 31 boats used in the operation only ten were operable when the landing was complete. Sporadic air raids threatened the ship, but she was not damaged.

Shortly after the Sicilian operation was completed, British forces began crossing the straits of Messina, and to support the operation a combined Anglo-American attack was planned on the Bay of Salerno. On 5 September FREDERICK FUNSTON sailed toward Italy with elements of the 26th Division aboard.

The element of surprise was to be the decisive factor in the invasion and this fact, together with the surrender of Italy one day before the landings gave everyone a feeling of false security. It was later learned that German Intelligence had performed such a remarkable job that test landings by the Germans had been staged and their coast artillery placed accordingly.

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HISTORY OF USS GEAR (ARS 34)

Originally built as a British salvage vessel, USS GEAR (ARS 34) was acquired by the Navy prior to her commissioning and served in the Pacific theater, earning three Battle Stars.

The ship, named under a classification descriptive of her general duties, was built by the Basalt Rock Company of Napa, California as HMS PACIFIC SALVOR, BARS 4. Her keel was laid on 2 March 1942 and she was launched on 24 October 1942. On 23 September, however, it was decided to retain her for service with the U. S. Navy and her name was accordingly changed to USS GEAR. The ship was commissioned on 24 September 1943. Lieutenant J. F. Simmons was the ship's first commanding officer.

Her duties through the Pacific consisted of miscellaneous salvage and repair jobs, including diving operations to recover anchors and buoys, salvaging small vessels, constructing breakwaters, rescuing derelicts, refloating beached vessels and towing ships.

USS GEAR got underway on 6 December 1943 and began operations in support of the striking forces. Pearl Harbor was her first stop from 18 December until 6 January 1944, when she set course for Tarawa, arriving on the 24th.

The salvage ship fueled and departed the next day, calling at Makin before proceeding to the Marshalls, where she operated until 17 July 1944. Picking up a tow, she then proceeded to Saipan, arriving on the 25th.

Various harbor operations including repairs to a floating drydock, refloating an LCI and repairs to anchors kept USS GEAR busy until 7 August 1944, when she departed for Guam with a covered lighter in tow. Her work at Guam included the inspection of a sunken Japanese wreck, routine harbor operations and shifting concrete barges. The barges were sunk on the Calalan Bank to serve as a breakwater. USS GEAR first rigged the moorings for the barges and then aided in sinking them. After sinking each barge, the salvage gear was removed and rigged on the next barge. During August Lieutenant J. T. Mortiz assumed command, relieving Lieutenant R. L. Morrissey.

Operations had to be broken off on 2 October, as GEAR entered Apra Harbor, Guam, to help in mooring ships and small craft in preparation for an impending storm. On the 7th, she pulled the grounded LST 735 off the beach, preforming a like service for LCT 964 two days later.

On the 27th the ship returned to Saipan, where she was routed to Tinian to pick up a tow for return to Guam. GEAR returned to Saipan on 12 November 1944 and got underway for Pearl Harbor on the 22nd.

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HISTORY OF USS GENERAL A. E. ANDERSON (AP 111)

A veteran of both Army and Navy service, USS GENERAL A. E. ANDERSON ranged from Casablanca to Bombay during her wartime duty as a transport.

The troop transport was built at the Federal Ship Building Company of Kearny, New Jersey for the Army in 1942-43. Acquired by the Navy and placed in commission on the same day, 25 August 1943, she retained her Army name.

USS GENERAL A. E. ANDERSON was named for General Anderson, who had completed nearly 33 years of military service prior to his death on 24 December 1942. For his service in World War I and II he held the Distinguished Service Cross, Distinguished Service Medal, Victory Medal with six Clasps, Army of Occupation Medal, French Legion of Honor, French Croix de Guerre with Star and Palm and New York State National Guard long service medal.

After her shakedown, the ship loaded troops and left Newport News, Virginia the day after Thanksgiving, 25 November 1943 for Casablanca. Arriving on 4 December, the ships debarked troops and were underway for the U.S.A. the next day. Ten days later the ship was back in Newport News checking storm damage.

The transport crew had counted on spending Christmas in the United States, but on Christmas Eve they were again underway for Casablanca, returning to Newport News by 12 January 1944.

On 1 February GENERAL A. E. ANDERSON was back in Algeria, and 12 days later was back in port at Newport News, Virginia. This time the ship was given nine days availability before leaving again for North Africa. The ship called at Newport News again on 21 March and sailed to Oran. From Oran, she went north, reaching Gourock, Scotland on 22 April. Four days later she sailed for Bermuda, where she took on over a thousand passengers, mostly British censors and their families bound for New York.

In mid-May GENERAL A. E. ANDERSON joined a convoy for Belfast, Ireland. On 29 May she again set course for New York, acting as convoy oiler. Good news in the form of fourteen days availability was waiting, along with orders and a load of troops bound for India by way of the Panama Canal, New Zealand and Australia.

Transiting the Panama Canal on 4 July, "ANDY" reached Melbourne, Austalia on 22 July and Bombay, India on 7 August with four days of liberty following. By 12 August she was underway again, this time with a widely-assorted passenger list -- Hindu

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BACKGROUND INFORMATION
USS GENERAL A. W. BREWSTER (AP 155)

USS GENERAL A. W. BREWSTER was one of 30 similar troop transports built by the Kaiser Company of Richmond, California. She was acquired by the Navy and commissioned on 23 April 1945. Commander E. E. Hahn, USCG, was her only commanding officer.

The ship was named for Major General Andre Walker Brewster, who served with the U. S. Army during the Santiago campaign in the Spanish-American War, the Boxer rebellion in China and as Inspector General of the American Expeditionary Force in World War I.

Manned by a Coast Guard crew, USS GENERAL A. W. BREWSTER made her first voyage to Avonmouth, England where she loaded troops for redeployment through the Pacific. Setting course for Manila, Philippines, she debarked her passengers on 3 August 1945.

Returning th San Francisco, USS GENERAL BREWSTER made two more voyages to Manila and return in the "Magic Carpet" operation, returning veterans of the Pacific war. Upon her return from Manila on 16 February 1946, the ship was delivered to the War Department to become an Army transport. By a Directive of March 1950, USS GENERAL A. W. BREWSTER was assigned to the Military Sea Transportation Service.

* * * * *

STATISTICS

OVERALL LENGTH	523 feet
BEAM	72 feet
SPEED	17 knots
DISPLACEMENT	10,610 tons

* * * * * * *

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HISTORY OF USS GENERAL C.G. MORTON (AP 138)

One of the troop transports which carried troops through the Pacific and later returned them to the United States during the "Magic Carpet" operation, USS GENERAL C.G. MORTON was named for Major General Charles Gould Morton.

General Morton served in the Philippines in the Spanish-American War and later on the Texas border.

USS GENERAL C. G. MORTON was built by the Kaiser Company of Richmond, California in 1943-44. Acquired by the Navy on 18 May 1944, she was placed in commission on 7 July 1944. Commander S. K. Hall, USN, assumed first command of the ship.

The maiden voyage of the transport began on 1 August when she left San Diego steaming alone for Guadalcanal. GENERAL MORTON arrived on 17 August and, after debarking troops, received aboard personnel for return to the United States. She sighted San Francisco again on 3 September.

Loading 3045 passengers at San Diego, the transport began her second voyage on the 16th, reaching the Solomon Islands area on 2 October. Her troops were disembarked at Pavuvu Island, Guadalcanal and Espiritu Santo and the ship was back in port at San Francisco on the 24th.

Another voyage to Guadalcanal began on 10 November and ended in San Francisco on the last day of 1944. A week later she departed for Calcutta, India, via Melbourne, Australia. Returning via Melbourne, GENERAL MORTON sailed to Manus, Ulithi, Tinian and Saipan before reaching San Francisco on 25 April 1945.

Quickly embarking her passengers, GENERAL MORTON was underway again for the Southwest Pacific on 5 May. She called at Finschhafen Hollandia, Leyte and Manila before returning to San Francisco on 5 July. Three days later she was underway for the East Coast, reaching Boston on 23 July.

Marseilles, France was her next destination, and she arrived there to redeploy troops on 22 August. Returning to Hampton Roads, Virginia, she next sailed through the Suez Canal to Karachi, India, returning by the same route to New York. The voyage was repeated early in January 1946, with the return cruise being via Singapore and Manila to San Francisco, where she dropped anchor in early March.

USS GENERAL C.G. MORTON was delivered to the War Department for use by the Army in May 1946. She was reinstated on the Navy list in March 1950 and assigned to the Military Sea Transportation Service.

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HISTORY OF USS GENERAL D. E. AULTMAN (AP 156)

Serving with the Coast Guard, Navy, Army and Military Sea Transportation Service, USS GENERAL D. E. AULTMAN has ranged the Pacific in the performance of her duties as a transport. Although she was completed too late to serve in an active combat theater, she performed her duties well.

The ship was built by the Kaiser Company of Richmond, California during 1944 and acquired by the Navy and placed in commission on 20 May 1945. Manned by the Coast Guard, her first commanding officer was Captain S. P. Swicegood, USCG.

The vessel was named for General Dwight E. Aultman, who served with the U. S. Army from 1894 through World War I. His widow, Mrs. Alma H. Aultman, sponsored the ship at its launching on 18 February 1945.

General Aultman was awarded the Distinguished Service Medal with the following citation: "As Chief of Artillery of the 5th Corps in the operations against the enemy in November 1918, by his exceptional skill as an Artillerist, he was largely responsible for the rupture of the enemy's position and the breaking of his resistance."

He was awarded the Silver Star Citation for gallantry in action against Spanish forces at Santiago, Cuba on 1 July 1898. He was decorated by the French Government, having been awarded the Legion of Honor, Commander, and the Croix de Guerre with three Palms.

Shakedown exercises for USS GENERAL AULTMAN continued at San Diego, California until 22 June 1945. After a four day availability, she got underway on 1 July for Marseilles, France.

The passage to Balboa, Canal Zone was without incident, except for a small hurricane encountered northwest of the Gulf of Tehuantepec Swells up to 15 feet combined with 52-knot winds reduced speed for nine hours. Transiting the Panama Canal, the ship took departure on the 9th for Gibralter.

After lying to off the Virgin Islands for two days because of a main engine machinery derangement, USS GENERAL AULTMAN made Marseille on the 24th. Returning troops including 84 Army nurses and 5 Red Cross personnel were embarked and the ship left the Canal Zone on the 26th.

During the return voyage, one passenger jumped over the side and then calmly inflated his life belt and waited while the ship put about. The ship's boat picked him up and he was later landed in Balboa.

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HISTORY OF USS GENERAL G.M. RANDALL (AP 115)

USS GENERAL G. M. RANDALL is one of the troop transports built by the Federal Shipbuilding and Drydock Company of Kearny, New Jersey under contract to the United States Maritime Commission. Upon her completion, the ship was taken over by the Navy under a bareboat charter.

The ship was launched on 30 January 1944, sponsored by Mrs. Robert Lovett, wife of the Assistant Secretary of War for Air. The vessel was named for Major General George Morton Randall, who served during the Civil War, in several Indian campaigns and in the Spanish American War.

USS GENERAL G. M. RANDALL was placed in commission on 15 April 1944, with Captain Carl C Von Paulsen, USCG, as her first commanding officer. The ship was assigned to the Naval Transport Service and manned by a Coast Guard crew.

Following her shakedown period in Chesapeake Bay, USS GENERAL RANDALL loaded 4796 passengers and set sail for Bombay, India, via Freemantle, Australia. After arriving, on 7 July 1944, she embarked 1951 passengers for her return voyage including personnel from the British, Indian, United States and Royal Canadian Armies, sailors from the British, Netherlands and United States navies, personnel from the British and Chinese Air Forces civilians and Red Cross and American Field Service personnel.

GENERAL RANDALL departed on 11 July and reached Melbourne, Australia two weeks later, leaving for the United States on 28 July. The passengers were debarked at San Pedro on 12 August 1944.

On 30 August the ship sailed for Suva, Fiji Islands, enroute to Bombay. On 11 September she embarked more passengers at Suva and on the 16th sailed for Melbourne, arriving there on the 21st. Here she refueled and sailed on the 24th for Bombay, anchoring there on 7 October.

On her return voyage she called at Melbourne, Wellington, Noumea and Guadalcanal, reaching San Pedro on 21 November 1944. The vessel remained at Terminal Island until 16 December 1944 undergoing repairs and alterations. Then she embarked 5088 replacements and set sail for Melbourne.

Enroute, she was diverted to Hobart, Tasmania, and then sent to Bombay, where she arrived on 23 January 1945. After all passengers had landed, GENERAL RANDALL took aboard 2347 troops and began her return voyage, calling at Melbourne on 12 February and San Pedro on the 28th.

Captain Lee H. Baker, USCG, reported on board on 7 March and releived Captain Von Paulsen as commanding officer five days later.

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HISTORY OF USS GENERAL J.C. BRECKINRIDGE (AP 176)

USS GENERAL J. C. BRECKINRIDGE was the last of the P-2 type of Coast Guard-manned transports to be commissioned. Built by the Federal Shipbuilding Company of Kearny, New Jersey, she was commissioned on 30 June 1945 with Captain H. S. Berdine, USCG, as her commanding officer.

The ship was named in honor of the late Lieutenant General James C Breckinridge, USMC, holder of the Navy Cross, Spanish Campaign Medal, Philippine Campaign Medal, Cuban Pacification Medal, Expeditionary Medal with two bronze stars, Panama, Nicaragua, Dominican Republic, Mexican Service Medal, Victory Medal with overseas clasp and Dominican Military Medal of Merit and Diploma.

Despite her late commissioning, GENERAL J. C. BRECKINRIDGE made six round trip voyages as a Coast Guard-manned transport Between 4 August and 18 October 1945 she made three voyages to Marseilles, France, followed by one to Le Havre. After another voyage to Marseilles, the ship was transferred to the West Coast, arriving in San Francisco, California on 20 January 1946.

On 10 February 1946 Captain Rufus G. Thayer, USN, relieved Commander G. W. Holtzman, USCG, who had succeeded Captain Berdine as temporary commanding officer and a Navy crew replaced the Coast Guard crew.

With San Francisco, California as her home port, GENERAL J. C. BRECKINRIDGE made five voyages in the Pacific with stops at the Philippines, Guam, Saipan, Shanghai, Tsingtao, Taku, Pearl Harbor and Midway. Captain Charles S. Weeks relieved Captain Thayer in September 1946.

In October 1946 the ship returned to the Philadelphia, Pennsylvania yard for a three-month overhaul and conversion to a "Dependent's Transport."

On 11 January 1947, her conversion completed, GENERAL BRECKINRIDGE again took up her Pacific schedule. The ship was then equipped with a nursery, diet kitchen, modern surgery and dental office.

By Directive of October 1949, the ship was transferred to the Military Sea Transportation Service

USS GENERAL J. C. BRECKINRIDGE earned the Navy Occupation Service Medal for the following periods: 13-15 March 1947, 25-31 March 1947, 10-11 June 1947, 21-25 June 1947, 31 January - 3 February 1948, and 6-9 September 1948.

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HISTORY OF USS GENERAL M. C. MEIGS (AP 116)

Manned by the Coast Guard, USS GENERAL M. C. MEIGS operated during the latter part of the war as a Navy transport. Later returned to the Maritime Commission, she is now under the Military Sea Transportation Service.

The ship was built by the Federal Shipbuilding and Drydock Company of Kearny, New Jersey and launched on 13 March 1944. Commissioned at Bayonne, New Jersey, on 3 June, she was placed under the command of Captain George W. McKean, USCG.

The ship was named for Major General Montgomery Cunningham Meigs, Quartermaster General during and after the Civil War. General Meigs supervised the building of the Washington Aqueduct and the Cabin John Bridge, District of Columbia, which for many years was the largest stone arch bridge in the world. He also supervised construction of the dome and wings of the U. S. Capitol.

After a shakedown in Chesapeake Bay, USS GENERAL M.C.MEIGS took aboard her initial load of American troops at Newport News, Virginia, and got underway on 7 July. Her first two voyages were to and from Naples, taking replacements for the European Theater and bringing casualties and troops home.

Her third voyage took GENERAL MEIGS to Rio de Janerio, Brazil, for the second contingent of Brazilian troops sent to Italy. After debarking the Brazilians, American troops and casualties were embarked for New York. The next voyage followed the same route, ending in New York.

Then on 2 January 1945 GENERAL MEIGS departed from New York for Newport News, where a unit of the 10th Mountain Division was embarked for Naples. From Naples she steamed to Rio de Janerio with Brazilian casuals and Brazilian and Mexican civilians, arriving on 3 February.

In Rio, the ship took her third load of Brazilian troops aboard, bound for Naples. In recognition of her service the ship's commanding officer, Captain McKean was awarded the Brazilian Order of Merit by President Getulio Vargas. After landing her troops at Naples, GENERAL MEIGS returned to New York.

A change from her routine was provided by the transfer of Puerto Rican troops from the Canal Zone of San Juan, Puerto Rico. She arrived in San Juan on 3 April 1945 and returned to New York to embark troops and Red Cross personnel for Le Havre, France, returning with some 2000 repatriated U.S. prisoners of War, the first such troops to be returned to Newport News. VE Day was celebrated aboard ship prior to the ship's arrival in the United States.

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HISTORY OF USS GENERAL WALTER H. GORDON (AP 117)

The auxiliary transport USS GENERAL WALTER H. GORDON, was constructed by the Federal Ship Building and Dry Dock Company, Kearny, New Jersey in 1943. USS GENERAL W.H. GORDON was named in honor of Major General Walter Henry Gordon, Class of 1886, United States Military Academy, who saw extensive service in the Philippines, China and France.

USS GORDON was constructed for the Maritime Commission and transferred to the Navy as a troop transport. She was commissioned on 29 July 1944, at the Navy Yard Annex, Bayonne, New Jersey.

During the early days of August 1944, GORDON loaded stores and carried out post-trial availability work. She reported to the Commander in Chief, U.S. Atlantic Fleet for duty on 9 August 1944.

GORDON sailed on her shakedown cruise on 10 August enroute to Hampton Roads, Virginia. She operated in the Chesapeake Bay area during her shakedown period, and arrived in Boston, Massachusetts on 1 September 1944.

From 1 September to 5 September, GORDON was engaged in loading troops, and taking on stores and fuel.

Convoy CU38, which consisted of 42 ships sailed on 6 Septembe 1944 for Cherbourg, France, arriving on the 15th. Several possible submarine contacts were made during the voyage, however, the results were undetermined.

GORDON sailed from Cherbourg on 16 September for New York via Plymouth, England, in company with three vessels, which comprised Convoy UC38A. GORDON arrived safely in New York on 30 September 1944.

Troops were embarked the following day at the U. S. Naval Frontier Base, Tompkinsville, Staten Island. After loading stores taking on fuel, cleaning and painting, USS GORDON sailed on 6 October in convoy of 11 vessels enroute to Marseilles, France.

She disembarked troops in Marseilles on 21 and 22 October, and sailed the following day in convoy GUF15B for Mers El Kebir Harbor, Oran, Algeria. Here GENERAL GORDON embarked wounded prisoners of war, plus 473 personnel for transportation to Norfolk, Virginia. The ship arrived at Norfolk on 7 November 1944.

USS GORDON sailed on 13 November with 5071 passengers in company with convoy UGF-17. The convoy consisted of six ships and was enroute to Naples, Italy.

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HISTORY OF USS GENERAL WILLIAM WEIGEL (AP 119)

The transport USS GENERAL WILLIAM WEIGEL was named in honor of Major General William Weigel, USA, a graduate of the United States Military Academy in the Class of 1887, who served in the Spanish-American War and World War I.

USS WEIGEL was constructed by the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey. Her keel was laid on 15 March 1944, and she was launched on 3 September 1944. The ship's sponsor was Mrs. Earl L. Mann, a niece of Major General Weigel.

USS GENERAL WEIGEL was commissioned on 6 January 1945, at the Navy Yard Annex, Bayonne, New Jersey, and Captain Thomas Y. Awalt, USCG, became her first commanding officer.

WEIGEL had passenger accommodations for 5200, and her crew consisted of U. S. Coast Guard, U. S. Army, U.S. Navy, U. S. Marines, and U. S. Public Health Service personnel.

The brilliant and inspiring record of achievement of Major General Weigel was a challenge to all the officers and men of the transport USS GENERAL WEIGEL. The ship became an integral part of the United States Navy, destined to transport to all areas of operation, troops, who played such a vital part in victory.

On 17 January 1945, USS GENERAL WEIGEL reported for duty to the Commander in Chief, Atlantic Fleet. After her shakedown cruise, which meant loading ammunition, compass adjusting, calibration, standardization, alterations and repairs, exercises, test firing, night maneuvers, battle practice, and night firing, the transport returned to New York for her first assignment.

On 10 February 1945, approximately 5200 troops were embarked and WEIGEL entered upon her career. It was a career that took her, not into the battle zones, but in a cautious series of journeys supplying men and equipment.

Immediately after the embarkation was completed, WEIGEL proceeded in convoy to Le Havre, France, and on to Southampton, England, where debarkation was completed and new personnel, many of whom were wounded, were taken aboard for the return voyage to the United States.

WEIGEL docked at New York, and another consignment of 5200 troops were taken on board. Orders were received to proceed in convoy to Le Havre, France, and Southampton, England. Upon completion of this assignment, WEIGEL returned to New York. During these two voyages, no enemy activity was encountered with the exception of several apparent submarine contacts.

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HISTORY OF USS GENERAL W. A. MANN (AP 112)

In twenty-two months of wartime service USS GENERAL W. A. MANN transported almost 100,000 passengers over more than 186,000 nautical miles, on missions that took her to every continent and into almost every large body of water on the face of the earth.

USS GENERAL W.A. MANN was built by the Federal Shipbuilding and Drydock Company at Kearny, New Jersey, under the cognizance of the U. S. Maritime Commission. She was the third of a class of ten ships built by Federal Shipbuilding to meet the expanding needs of the transportation service. Known as the "General"class, these ships have become a familiar sight to soldiers and sailors all over the world. This Class is easily recognized by two high tear-drop shaped stacks and a graceful clipper bow. One of the ship's outstanding abilities is that she can carry more than 5,500 people half-way around the world at a cruising speed of 20 knots.

USS GENERAL W.A.MANN was launched on 18 July 1943, at the Kearny Yard. Mrs. Robert P. Patterson, wife of the Acting Secretary of War, served as sponsor at the launching. The ship was named in honor of General William A. Mann, organizer and first commander of the famous 42nd Rainbow Division of World War I.

After completion and acceptance by the Maritime Commission GENERAL W. A. MANN was turned over to the Navy. On 13 October she was placed in temporary commission under the command of Commander Robert Hall Smith, USN. On the 17th, Captain Smith and a Navy pre-commissioning crew sailed her from New York to Baltimore where she was converted and fitted out in accordance with Navy requirements.

On 16 November 1943, she was placed in full commission as a Navy ship. Commander Paul S. Maguire, USNR, took command and a full Navy crew reported aboard for duty. Three-quarters of the crew had never been to sea before.

During the following weeks, officers and men were sent to every available training school, the ship's organization book and battle bill were prepared, gun crews and damage control parties organized, and finally, on 9 December, she began a rigorous shake-down cruise in the Chesapeake Bay area. Before Christmas of 1943 she was ready for sea in every respect.

On 24 December the transport reported to the Chief of Naval Operations and the Commander-in-Chief of the U.S. Fleet for duty in the Navy Transportation Service. On the 29th she sailed on her first voyage from Newport News, Virginia, to Casablanca, French Morocco. On this first voyage she carried 5,281 troops. Three more voyages followed to Casablanca and on 19 April 1944, USS GENERAL W.A. MANN put into Newport News, Virginia to discharge her passengers.

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HISTORY OF USS GENERAL W. M. BLACK (AP 135)

One of the most active troop ships under Navy control, USS GENERAL W. M. BLACK made 15 overseas voyages in the two years following her commissioning in 1944.

The ship was built by the Kaiser Company of Richmond, California, for the Maritime Commission. Acquired by the Navy on 26 January 1944, USS GENERAL W. M. BLACK was placed in commission on 24 February 1944.

The troopship was named in honor of Major General William Murray Black, USA. An engineer, he was senior member of the board appointed to raise the battleship USS MAINE. He later became Chief of Engineers.

Under the command of Captain J. P. Murray, USCG, and manned by a Coast Guard crew, the transport made her first voyage to Honolulu, arriving on 4 April 1944. Returning to San Francisco, California, she steamed to Noumea, New Caledonia and Guadalcanal before being ordered to the East Coast.

On 10 June 1944, while the transport was in New Orleans, Captain D. G. Jacobs, USCG, assumed command of USS GENERAL W. M. BLACK.

The ship arrived in Norfolk, Virginia on 26 July 1944, and, after repairs, began the first thirteen trans-Atlantic round-trip voyages on 28 July. Loaded with troops, she sailed in convoy to Naples, returning to New York in late August.

September saw her enroute to Cherbourg, France and return, followed by a visit to Liverpool and Plymouth in October, dropping anchor in Boston, Massachusetts on 10 October 1944.

Six weeks later GENERAL W. M. BLACK sailed for Marseilles, returning two days before Christmas. Shortly after New Year's Day, 1945, she made a voyage to Le Havre and Southampton. In February she got underway from Norfolk for a cruise to Naples, Marseilles and Oran.

Five voyages to Le Havre, Bremerton and the United Kingdom followed, lasting through mid-August 1945. On 1 September, GENERAL BLACK was underway again, this time bound for Calcutta, India by way of the Suez Canal. On board were 68 Chinese Army officers, 103 U. S. Army personnel, and 69 Red Cross workers.

After returning to the United States, GENERAL BLACK made a similar voyage in early November. She was decommissioned as a Navy transport and her Coast Guard crew removed on 28 February

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HISTORY OF USS GENERAL W. F. HASE (AP 146)

Operating as a troop transport, USS GENERAL W. F. HASE encircled the globe during the two years following her commissioning.

Built by the Kaiser Company of Richmond, California, the ship was acquired by the Navy on 22 April 1944, and placed in commission on 6 June 1944. Commander W. S. Keller, USN, was the first commanding officer.

The ship was named for Major General William Frederick Hase, who served in the Spanish-American War and later became Chief of Coast Artillery.

USS GENERAL W. F. HASE conducted her shakedown cruise off San Pedro, California through the end of June. She then returned to San Francisco to embark passengers for Pearl Harbor. Included in her cargo was $29 million in Hawaiian currency.

From Hawaii the ship was routed to Eniwetok, returning to San Francisco on 26 August 1944. She was then granted a six-day availability period at Seattle, Washington.

When the availability was completed, USS GENERAL HASE embarked passengers for Pearl Harbor, including 217 civilians and 500 Italian prisoners of war, and departed on 10 September. Debarking this group and receiving 2839 troop passengers, the ship proceeded to Manus, reaching San Francisco again on 1 November.

Her next voyage took the transport to Hawaii, Bougainville, Manus and Espiritu Santo, lasting from 23 November through 11 January 1945. Getting underway again on 9 February, the ship steamed to New Guinea and Leyte, returning via Hollandia and Guadalcanal. Diverted to San Pedro, GENERAL HASE reached port on 20 April 1945.

After embarking troops, the ship was again underway on 9 May, bound for Melbourne, Australia. From Melbourne, she sailed to Calcutta, completing her world tour by steaming to the East Coast of the United States via the Suez Canal. The ship reached New-Port News, Virginia on 20 July 1945.

After a short yard period for repairs and alterations, GENERAL HASE was again underway to cross the Atlantic on 5 August, loading troops at Marseilles, France for their return to New York. The news of the Japanese surrender was announced while the ship was in Marseilles and she reached New York 12 days later.

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HISTORY OF USS GILBERT ISLANDS (CVE 107)

The keel of CVE 107 was laid on 29 November 1943 by the Todd-Pacific Shipyards, Inc. On 20 July 1944, Mrs. Edwin D. McMorries, wife of Captain McMorries, MC,USN, crashed the traditional bottle of champagne, and CVE 107 slid down the ways to become a living thing, riding in her element, with a name -- USS GILBERT ISLANDS.

The ship was named to perpetuate the successful battle for these islands. It will be remembered that, early in the war, the Japanese, having seized the Gilbert Islands and built strong fortifications there, established their bases there as a direct menace to our supply lines to Australia, and that our big drive in the Central Pacific was begun by invading and taking those islands. On 20 November 1943, the largest naval fleet assembled up to that time started the bombardment of Tarawa and Makin at dawn. Heavy fighting continued for three days and ended with the wiping out of a fanatical suicide charge by all the Japanese who remained alive. But our victory was won at a terrific cost, for our casualties included more than 1000 dead and 2500 wounded. Thus it was that USS GILBERT ISLANDS was dedicated to the memory of the brave men who served and died there so nobly.

At her commissioning on 5 February 1945, Captain L. K. Rice, USN, came aboard as first commanding officer. Completion of her shakedown cruise and sixteen day availabilty at the Naval Repair Base, San Diego, California, found her ready for sea, and on 12 April 1945, she left San Diego enroute to Pearl Harbor. On board was Marine Carrier Air Group TWO.

Pearl Harbor was the scene of a short, but intensified, training period. Upon completion she sailed for Ulithi in the Caroline Islands, arriving on 14 May 1945. Three days later she steamed to Okinawa to join Task Unit 52.1.1.

On 27 May the unit was transferred from the FIFTH Fleet to the THIRD Fleet, and became Task Unit 32.1.1. During the Okinawa Operation planes from USS GILBERT ISLANDS provided combat air patrol, direct support group strikes, flew observation missions, bombed and strafed reinforced concrete dugouts, and exploded one ammunition and fuel dump. On 23 May, she suffered the shock of her first casualty when one of her pilots crashed into the sea within sight of the ship. It was also during this period that she acquired the only Japanese Battle Ensign to be painted on her bridge structure. Captain Thomas Liggett, Jr., USMCR, shot down a "Dinah".

On 31 May 1945, she was detached from Task Unit 32.1.1 and ordered to report to Commander Task Unit 32.1.3 for duty. The mission of the new Task Unit was to operate off the Sakishima Gunto, bombing and strafing airfields for the purpose of neutralizing them. During this tour of duty, planes from GILBERT ISLANDS made approximately 160 sorties over the targets. Upon completion of this mission the ship proceeded to Leyte for "rest, recreation, and repairs", anchoring in San Pedro Bay on 19 June 1945;

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HISTORY OF USS GOFF (DD 247)

Commissioned too late to participate in World War I, the destroyer USS GOFF won a Presidential Unit Citation for her work in combatting the German submarine menace during the second World War.

Named for a former Secretary of the Navy, Nathan Goff, (DD 247) was built by the New York Shipbuilding Corporation. Her keel was laid on 16 June 1919 and she was launched on 2 June 1930. Mrs. Katherine Penny Goff, widow of the ship's namesake, christened the new vessel, which was first placed in commission on 19 January 1921.

When the United States entered World War II USS GOFF was stationed at Balboa, Canal Zone, under the command of Lieutenant Commander W. J. Marshall, USN. She remained in the area, patrolling the approaches to the Panama Canal and steaming with convoys through the Caribbean and Gulf of Mexico and to Brazil until the spring of 1943.

The ship made several submarine contacts during this time. Her first came on 24 February 1942 when lookouts spotted a periscope 800 yards away on the port beam. Firing two shots at the exposed periscope, the destroyer dropped all the depth charges on board and evaded two torpedoes, retiring without damage.

Two months later a convoy under her charge was attacked, and GOFF dropped ten depth charges with unconfirmed results. Soon after making port she was sent out to aid the torpedoed tanker SS MANUEL Q. BROWN, taking aboard 48 survivors.

Lieutenant Commander C. E. Weakely assumed command of the destroyer on 19 September 1942.

In June 1943 the ship was ordered north for an availability at New York. Lieutenant Commander H. I. Smith, USNR, assumed command during the yard period, and on 25 July the ship steamed to Norfolk, following refresher training, to join an anti-submarine task group composed of the escort carrier USS CARD and the old destroyers BARRY, BORIE and GOFF. The four put to sea on 27 July 1943.

BARRY made the first sound contact with an enemy submarine on 1 August, and attacked with depth charges. The sub escaped, but two days later another was caught on the surface by the group's patrol planes and attacked by strafing and depth bombs.

On the morning of 7 August another of CARD's planes attacked two surfaced U-boats and damaged one sub so that it could not submerge, possibly damaging the second. Two other fighters were dispatched to the scene and sank the sub remaining on the surface.

Two patrol planes spotted two of the under-seas boats moving slowly on parallel courses on the following day and attacked in the face of heavy anti-aircraft fire. Damaging both subs, they were both shot down, but rescued by BARRY seven hours later.

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HISTORY OF USS GRAND ISLAND (PF-14)

Named after Grand Island, Nebraska, the frigate USS GRAND ISLAND was built by the Kaiser Company at Richmond, California. She was launched on 19 February 1944 with Mrs. William Shackleton, a former resident of Grand Island, Nebraska, serving as sponsor.

The frigate was commissioned on 27 May 1944, with Lieutenant Commander H. L. Morgan, USCG, as her first commanding officer. Her second commanding officer was Lieutenant A. H. Fiske, Jr., USCGR, and on 1 October 1945, Lieutenant Commander R. A. Sarenberg took command.

From 12 September 1944 she was operating within the geographical jurisdiction of the 12th District Coast Guard Officer on weather station and plane guard duty. She departed San Francisco on 26 March 1946 for Charleston, South Carolina via the Canal Zone and was decommissioned at Charleston on 22 May 1946.

S T A T I S T I C S

LENGTH	304 feet
BEAM	37 feet
SPEED	20 knots
DISPLACEMENT	2,100 tons

Stencilled: 11 February 1953

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HISTORY OF USS GREBE (AT 134) (EX AM 43)

After twenty-three years of naval service as a minesweeper and tug, climaxed by participation in the defense of Pearl Harbor, USS GREBE was lost through accident off the southern portion of the Fiji Islands on 5 December 1942.

USS GREBE, commissioned as an auxiliary minesweeper (AM 43), was built by the Staten Island Shipbuilding Corporation at Port Richmond, Staten Island, New York. Her keel was laid on 25 May 1918 and the ship was launched on 17 December 1918. Miss Emma Youmans, a yeoman first class attached to the Office of Inspector of Machinery of Minesweepers, THIRD Naval District, christened the new vessel, which was placed in commission on 1 May 1919.

In July 1919, USS GREBE was ordered to the North Sea to aid in sweeping the 200,000 mines planted in that area. Returning to the United States in October, she operated off the Atlantic Coast until being decommissioned on 12 May 1922 at Portsmouth, New Hampshire. Recommissioned on 15 November 1922, she was ordered to permanent duty at St. Thomas, Virgin Islands, as tender, salvage and station ship in the Virgin Islands.

After twelve years in the Virgin Islands, USS GREBE was assigned as tender and towing vessel for the historic frigate USS CONSTITUTION during that ship's tour of East Coast cities.

USS GREBE was undergoing a yard availability in Pearl Harbor when the Japanese attacked on 7 December 1941. Her main battery had been dismantled for the overhaul and the only weapons on board were two .30 caliber machine guns, eleven rifles and six pistols. No ammunition was available for the machine guns so the crew was issued small arms, together with helmets and gas masks to do what they could to fight off the attack while a party was sent out in search for ammunition. When the raid finally ended, no damage had resulted to the ship or personnel. Later in the day the ship shot down one of three unidentified planes flying low over the Navy Yard.

The minesweeper, under the command of Lieutenant Commander Ellsworth Dudley McEathron, USN, did not leave the harbor until 9 January when she searched Alalakeiki channel for an enemy submarine reported sunk there. The search was unsuccessful, and the ship returned to port on the 12th. On the 24th she departed for Palmyra Island with YO 43 in tow, escorted by USS WASMUTH. The group arrived without incident five days later, and GREBE, towing YO 34, returned to Honolulu.

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HISTORY OF USS HACKLEBACK (SS 295)

Though USS HACKLEBACK was commissioned late in the war, she nevertheless fulfilled a unique mission. It was this alert submarine that notified Task Force 58 of the Japanese Task Force led by the world's largest battleship, YAMATO, approaching the Allied landings on Okinawa.

USS HACKLEBACK was built by the Cramp Shipbuilding Company at Philadelphia, Pennsylvania. Her keel was laid on 15 August 1952, and she was launched on 30 May 1943. Mrs. W. L. Wright, wife of Lieutenant Commander William L. Wright, USN, of Submarine Squadron 6, served as sponsor. On 7 November 1944, USS HACKLEBACK was commissioned under the command of Lieutenant Commander Frederick E. Janney, USN.

Loading tests and underway training took up the period until 18 December 1944. At that time she sailed for Key West, Florida for a training period after which she sailed for the Canal Zone on 8 January 1945. On 25 January she sailed on for Pearl Harbor and arrived there on 10 February.

USS HACKLEBACK departed for her first war patrol on 6 March 1945. The patrol was conducted in the Bungo Suido Area and lasted 51 days. Arriving in her area, the submarine made contact with a large Japanese task force on the night of 6-7 April. The task force included the huge battleship YAMATO and HACKLEBACK's captain was determined not to let that ship get by. Contact was immediately made with Task Force 58, which was also in the area, and by 1000 on the 7th, YAMATO had made radar contact on a large group of carrier planes. The planes remained on their radar scopes until about noon. At that time they dropped down from a cloud in a dive bombing attack followed by torpedo planes. Another attack of carrier planes swarmed in later, scoring numerous hits and about 1400, the battleship YAMATO rolled over and sank. Only about 280 of her 2400 personnel were saved, among those the Japanese Chief of Staff. Thus, HACKLEBACK had helped put the Japanese dreams of world conquest and the YAMATO to the bottom of the ocean together.

Though no torpedoes were fired on her first patrol, the Submarine Combat Insignia was awarded and her commanding officer was awarded the Bronze Star Medal for reporting and shadowing of the Japanese Task Force. The submarine arrived at Midway for a refit on 27 April 1945.

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HISTORY OF USS HALSEY POWELL (DD 686)

One of the newest and finest fleet destroyers, USS HALSEY POWELL earned seven Battle Stars during her two years of World War II duty. During the Korean conflict she earned two additional stars.

Built by the Bethlehem Steel Company at Staten Island, New York, the ship was named for the late Captain Halsey Powell, USN,.

Captain Powell was awarded the Distinguished Service Medal for service during the first World War as commanding officer of USS PARKER, a destroyer assigned to escort and anti-submarine patrols, and especially for directing an attack on a German submarine on 3 August 1917 which resulted in serious damage to the submarine.

Her keel was laid on 4 February 1943, and she slid down the ways on 30 June 1943. Mrs. Halsey Powell acted as official sponsor for the new ship, which was placed in commission on 25 October 1943. Commander W. T. McGarry, USN, was her first commanding officer.

After her shakedown, USS HALSEY POWELL operated off the East Coast until 20 January 1944, when she sailed for the Pacific. Arriving at Pearl Harbor on 12 February, she went through further tests and exercises until departing on the 28th with Destroyer Squadron 55, McDERMOTT, LAWS, FRAZIER, NEWCOMB and LONGSHAW.

After escorting a group of tankers toward Pearl Harbor, the destroyer set up a patrol near Mille Atoll, Marshall Islands, until 20 March. She then moved to Wotje for similar duty.

HALSEY POWELL and HULL, operating together on the 23rd, contacted a surfaced Japanese submarine and began a series of attacks which continued through the night. When both destroyers ran out of depth charges, the contact was turned over to MANLOVE and PC 1135. A run with hedgehogs at 0700 on the 24th caused two explosions and brought up an oil slick 14 miles long.

Near sunset the same day the two destroyers picked up a surface target. Two torpedoes fired at the unidentified object hit the beach, whereupon the craft was illuminated and taken under fire. A salvo straddled the craft as it disappeared from view.

The ship put out to sea to rescue a downed pilot on the 26th and four days later sailed to Kwajalein, escorting USS PECOS. April was spent at Eniwetok on escort duty, followed by a convoy to Pearl Harbor, where she joined the rehearsals for the invasion of Saipan.

Returning to Eniwetok, the destroyer got underway on 11 June 1944 for Saipan. Her station was on the left flank of the invasion forces, and at 0800 on the 15th she began her fire support duties. The enemy made several attempts to scuttle ships in the channel to Tanapag harbor, but was frustrated each time by accurate fire from the invasion force.

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HISTORY OF USS HAMMERHEAD (SS 364)

A veteran of seven war patrols in the Pacific Area during Wolrd War II, the submarine USS HAMMERHEAD was constructed by the Manitowoc Shipbuilding Company, Manitowoc, Wisconsin, during 1943. She was named for the voracious Hammerhead sharks found in warm seas.

The keel of the sleek submarine was laid on 5 May 1943. She was launched on 24 October 1943, with Mrs. Robert W. Berry, wife of Captain R. W. Berry, USN, serving as sponsor.

USS HAMMERHEAD was commissioned on 1 March 1944, and Commander J. C. Martin, USN, assumed command as her first commanding officer.

The submarine reported for duty in the U. S. Fleet on 8 April 1944 and steamed underway for Balboa, Canal Zone, arriving on 13 May. While in the Canal Zone, she underwent a training period, and was assigned to a coordinated attack group which consisted of STEELHEAD and PARCHE. The group was under command of Commander L. S. Parks, USN, in the USS PARCHE.

HAMMERHEAD departed Pearl Harbor in company with LITCHFIELD on 6 June 1944 enroute to Midway, thus beginning her first war patrol. This patrol was conducted in the area south of Formosa during the period 6 June to 19 August 1944.

On 9 July 1944, HAMMERHEAD picked up a sampan type patrol craft which was armed with a 4 inch gun. She surfaced and commenced firing on the craft. Her third salvo hit the ship in the center sinking it.

A coastal oiler was located on the 29th, and the submarine went in for an attack. The oiler had two patrol craft type escorts. After maneuvering to get in position, HAMMERHEAD fired three torpedoes from her stern tubes, which went under the oiler. An unobserved aircraft appeared, dropping three aerial bombs and the submarine dived deep to avoid the bombs.

On the 30th, HAMMERHEAD located a convoy of ships about 60 miles south of Formosa. The convoy consisted of three columns of vessels, with four to five ships in each column. She commenced to attack from her port beam, keeping the escorts 12,000 yards away. HAMMERHEAD had to proceed with her attack in a hurry as the day was breaking and would give her away.

She fired six torpedoes at the ships in the convoy. A few minutes later, there were four explosions at 10 seconds intervals. She had hit her target -- a large passenger freighter. Smoke billowed out of the ship and she appeared to be done for.

HAMMERHEAD fired four additional torpedoes at a second target. The enemy ships in the port and center columns were overlapping. As the first ship that was hit began sinking, the results of the four torpedoes could be heard. Two enemy ships had been hit. One was a cargo ship and was definitely done for. The second ship was probably sunk.

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HISTORY OF USS HERMITAGE (AP 54)

Taken over by the United States at the beginning of World War II, the Italian liner SS CONTE BIANCAMANO was acquired by the Navy in 1942 and operated as a troop transport under the name USS HERMITAGE.

Capable of carrying more than 6000 troops, the ship was built by William Beardman & Company, Ltd. at Glasgow, Scotland, in 1925. Prior to the war she was operated by the Lloyd Triestino So Anon. di Nav. Renamed in honor of President Andrew Jackson's home in Nashville, Tennessee, the ship was placed in commission as (AP 54) on 14 August 1942.

On 27 October 1942 Captain Alexander D. Douglas, USN, assumed command of the ship, relieving Captain Donald F. Patterson, USN. Five days later she got underway with a large convoy for North Africa. Arriving a week after the initial landings, HERMITAGE began disembarking her troops on 18 November. She returned to Norfolk for an availability, and on 23 December 1942 Captain R. J. Townsend, USN, assumed command.

Her next assignment took the 15,000 ton vessel through the Panama Canal into the Pacific. Her first port of call was Noumea, New Caledonia, where she arrived on 27 January 1943 before proceeding to Brisbane to disembark the 5860 troops who were aboard. From Brisbane the transport sailed to San Francisco, California, via Sydney, Pago Pago and Honolulu, dropping anchor on 2 March.

Three weeks later HERMITAGE got underway for Bombay, India, stopping at Wellington, New Zealand and Melbourne, Australia, before returning to Los Angeles on 25 June for an availability. Three more such voyages followed until 8 February 1944, when the ship entered the yard at San Pedro for repairs.

Loading troops at San Francisco, the transport sailed for Noumea, Milne Bay, New Guinea and Goodenough Island, returning from there to New York by 28 May to end her Pacific duty.

During the next eighteen months HERMITAGE made eleven Atlantic crossings, principally to Le Havre, France. Captain J. T. Talbert, USN, assumed command of the vessel on 9 September 1944, and was relieved by Captain G. H. Mills, USN, on 12 July 1945. The ship was used to transport replacement troops to the European theater of operations, bringing servicemen and prisoners of war back to New York.

On 12 December 1945 HERMITAGE departed from New York for another tour of duty in the Pacific, taking occupation troops to Japan and bringing servicemen due for rotation home from various island bases. On 20 August 1946 she was returned to the Maritime Commission.

USS HERMITAGE received the Navy Occupation Service Medal, Asia, for the period 10-20 January 1946 for time spent in Nagoya, Japan.

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HISTORY OF USS HERALD OF THE MORNING (AP 173)

Acquired by the Navy in 1944, the transport USS HERALD OF THE MORNING earned five Battle Stars for participation in amphibious assaults throughout the Pacific.

The ship was built by the Moore Drydock Company of Oakland, California, for the Maritime Commission. When she was chartered by the Navy on a bareboat charter, it was decided to retain the name given her by the Maritime Commission. The transport was first placed in commission on 22 April 1944 at Alameda, California, under the command of Commander H. A. Dunn, USN.

Action was not long in coming. On 2 May the ship embarked her contingent of troops and got underway for Honolulu for rehearsals for the invasion of the Marianas. Assigned to a reserve group, she sailed for Saipan on 1 June.

As she approached the shell-torn island, she began running through groups of Japanese survivors from luggers sunk during the approach. The survivors were rescued by escort vessels and the transports entered their area to await orders for unloading. HERALD OF THE MORNING put her first troops ashore that evening and continued discharging them until the 26th, retiring each night to escape the Japanese retaliatory air raids.

Returning to Eniwetok, the ship then sailed to Pearl Harbor, where she took aboard another load of troops and set course for Guadalcanal. Mock landings for the invasion of Palau were held there and, once more assigned to the reserve force, HERALD OF THE MORNING arrived off Palau in the early morning hours of 15 September 1944.

The troops were scheduled to land on Peleliu Island, but in order to draw off the defenders HERALD OF THE MORNING was sent with a diversionary force to make a fake landing on the eastern coast of Babelthuap Island. Arriving in the area on the 17th, she sent her boats through all the motions of an amphibious assault, calling them back just before they got within range of the beach guns. Part of the troops and equipment were landed on Anguar Island the following day, and she departed for Ulithi with the remainder on the 21st, arriving two days later.

The assault troops went ashore at Ulithi without resistance, and when unloading was completed on the 25th, the ship departed for Hollandia and Manus. More amphibious training followed, and on 12 October HERALD OF THE MORNING joined a group of transports bound for the first landings in the Philippines.

The troops were put ashore on Leyte on 20 October 1944, catching the enemy by surprise. Although the enemy air force sent over several raids, none of them came within firing distance of the transport, and she cleared the area on the same afternoon, after having discharged 97 percent of her load.

Taking aboard elements of the 77th U.S. Army division, the ship returned to Leyte, debarking her men north of Dulag on 23 November before sailing for

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HISTORY OF USS HILL (DE 141)

The 1200-ton destroyer escort USS HILL was constructed by the Consolidated Steel Corporation, Orange, Texas, during the months of December 1942 to February 1943. Named for Chief Boatswain Edward Hill, USN, the ship was active in anti-submarine and escorting assignments.

Chief Boatswain Hill was born on 4 October 1894 in Philadelphia, Pennsylvania, and enlisted in the U. S. Navy in 1912. He was awarded the Congressional Medal of Honor for distinguished conduct during the attack on the U. S. Fleet by the Japanese in Pearl Harbor on 7 December 1941. The commissioned warrant officer led men in the line-handling details on USS NEVADA and while attempting to let go anchors, was blown overboard and killed by a bomb explosion.

The keel of the destroyer escort was laid on 21 December 1942. When the ship was launched on 28 February 1943, Mrs. Catherine J. Hill, widow of Chief Boatswain Hill, served as sponsor. USS HILL was commissioned on 16 August 1943 at the Consolidated Shipbuilding Yards, Orange, Texas. Lieutenant Commander G. R. Keating, USN, became the first commanding officer.

After the commissioning ceremonies, the ship was provisioned, and ammunition was loaded. HILL sailed on the 22nd for New Orleans, Louisiana before continuing on to Bermuda for her shakedown cruise. The destroyer escort arrived in Bermuda on 5 September 1943, and moored to the starboard side of the destroyer tender HAMUL.

Returning to Charleston, in early October 1943 HILL underwent an availability period at the Navy Yard. The destroyer escort then made voyages to Newport, Rhode Island and Bar Harbor, Maine.

Commencing special exercises on 15 October, HILL tested new type explosives in torpedoes. Commander Jacobs from the Bureau of Ordnance, Navy Department reported aboard to supervise the exercise. Upon completion of the tests, the ship sailed for Newport, Rhode Island, and Provincetown, Massachusetts.

When HILL arrived in Providencetown, she entered the exercise area between Point Ann and Wood End and commenced operating with torpedo bombers, acting as target for torpedo and bombing runs. During her stay here, she made two voyages to Boston.

The ship departed the area on 18 November for Casco Bay, Maine, via Boston. After several days in Casco Bay conducting firing exercises, the destroyer escort sailed for Hampton Roads, Virginia in company with USS EBERLE. The ship joined convoy UGS 26 in Hampton Roads in early December, and departed for Ponta Del Gada, Azores. The convoy arrived there in mid-December and after several days continued on to Casablanca by 21 December.

Convoy GUS 26 formed on 27 December, and steamed to the United States. HILL arrived in the Brooklyn Navy Yard on 18 January 1944, for an availability

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HISTORY OF USS HOVEY (DMS 11)(EX DD 208)

Escort, patrol, minesweeping, anti-submarine and anti-aircraft duties -- all these fell to the jack-of-all-trades destroyer minesweepers during World War II. USS HOVEY (DMS 11), an old 1919 converted destroyer, operated in these capacities from Pearl Harbor to Lingayen Gulf before being sunk in 1945.

USS HOVEY was built as (DD 208) by William Cramp and Sons of Philadelphia, Pennsylvania. Her keel was laid on 7 September 1918 and she was launched on 26 April 1919. Mrs. Louise F. Kautz, sister of the ship's namesake, christened the vessel. HOVEY was placed in commission on 2 October 1919.

The ship was named for Ensign Charles E. Hovey, USN, who was killed in the Philippine Islands on 11 September 1911 when natives attacked a detachment of men from USS PAMPANGA which Ensign Hovey was leading.

USS HOVEY (DMS 11) was stationed at Pearl Harbor when the Japanese attack struck on 7 December 1941. However, she had gotten underway on the 6th in company with USS CHANDLER as an anti-submarine screen for USS MINNEAPOLIS, engaged in gunnery practice some 20[illegible] miles off Pearl Harbor. The ship was then under the command of Lieutenant W. S. Heald, USN, who had relieved Lieutenant Commander J. E. Florance, USN, on the 6th.

The minesweeper immediately took up patrol and convoy duty around Pearl Harbor, operating in this vicinity until May, when she escorted a 20-ship convoy to San Francisco, arriving on 31 May, 1942. After an overhaul, she returned to Pearl Harbor in mid-June. On 10 July she got underway for the operating areas in the Southwest Pacific, escorting USS ARGONNE, in company with USS SOUTHARD. The group reached the Fiji Islands on the 23rd. After escorting ARGONNE to New Caledonia, HOVEY joined Mine Squadron TWO in the Fiji Islands area.

The invasion of Guadalcanal, the Allies' first amphibious assault in the long island-hopping campaign, was scheduled for 7 August, and HOVEY was assigned a screening station for the transports. Shortly before H-Hour, 0800, HOVEY took a bombardment station to cover landings on a promontory east of Gavutu. Japanese shore batteries opened up, but were not able to hit the ship. The ship's guns scored direct hits on her targets, which were gun emplacements covering the intended landing beaches.

When her fire support was no longer needed, HOVEY joined other DMSs for sweeps between Gavutu Island and Bungana Island. The next morning she moved to Lengo Channel, coming under light bombing attack with no damage. On the 8th, she rejoined the transports to

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HISTORY OF USS ICEFISH (SS 367)

The keel of the submarine USS ICEFISH was laid on 4 September 1943 at the Maintowoc Shipbuilding Yards, Maintowoc, Wisconsisn. She was launched on 20 February 1944, with Mrs. Stanley P. Mosely, wife of Captain Stanley P. Mosely, USN, serving as the sponsor.

USS ICEFISH was commissioned on 10 June 1944, at Manitowoc, as Commander Richard W. Peterson assumed first command.

From 14 to 28 June 1944, the submarine conducted sea trials, fired dummy torpedoes, made training dives and a deep dive test in Lake Michigan. She departed Manitowoc on 28 June enroute to New Orleans, guided by a tow down the Mississippi River.

Intensive training was conducted by USS ICEFISH from 16 July to 2 August 1944 under Commander Submarine Squadron THREE, and she arrived in Pearl Harbor on 22 August 1944. Upon her arrival, she was assigned to Submarine Division FORTY-FIVE.

USS ICEFISH departed Pearl Harbor on 9 September 1944, on her first war patrol which took her to Luzon Straits and the China Sea areas The patrol was 66 days in duration, of which 34 days were spent in the area.

Only three contacts were made on targets worthy of torpedo fire The first of these was a submerged daylight contact with two Japanese heavy cruisers and three destroyers. The other two contacts were on slow speed convoys on 23 and 26 October 1944, both of which developed into attacks.

The first attack commenced as a surface radar attack after tracking, while at least one of the other submarines made an attack. While closing for attack, USS ICEFISH dived because the radar and radar detector indicated that an enemy plane had contact at four miles. The approach was continued by sound and six torpedoes were fired, four at a large unidentified ship and two at an escort. One hit was made in the former and USS ICEFISH was credited with sinking one cargo vessel of 4,000 tons.

The second attack was a submerged periscope attack against a large loaded transport which left the convoy with two escorts when the convoy was attacked by USS DRUM a few minutes before. Four torpedoes were fired. Credit was given for sinking one transport of 10,000 tons.

A very severe depth charge attack followed. The charges were deep and close aboard. Extensive damage was done to the hydraulic system which put the bow and stern planes and rudder out of commission. Valves were jarred open, and many small electrical fires

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HISTORY OF USS J. FRED TALBOTT (AG 81) (EX DD 156)

Built in 1918, the destroyer J. FRED TALBOTT was named for Representative J. Fred Talbott, who served on the Naval Affairs Committee for 25 years following his first election to Congress in 1877 from Maryland.

The ship was built by William Cramp and Sons of Philadelphia, Pennsylvania. Her keel was laid there on 8 July 1918 and she was launched on 14 December 1918. Mrs. Robert L. Bates, a niece of Representative Talbott, christened the new vessel. On 30 June 1919 J. FRED TALBOTT was placed in commission under the command of Commander Theodore G. Ellyson, USN.

The new destroyer was assigned to the Atlantic Fleet, cruising in the Mediterranean until June 1920. She continued with the Atlantic Fleet until 1923 when she was placed out of commission at the Philadelphia Navy Yard. Recommissioned in 1930, she served with the Atlantic Fleet until 1940 when she was attached to the Pacific Fleet. When World War II broke out, the vessel was assigned to the Panama Sea Frontier and was under the command of Lieutenant Commander C. M. Jensen, USN.

J. FRED TALBOTT operated under the Commander, Panama Sea Frontier until early 1944, escorting convoys between New Orleans, the Canal Zone and Guantanamo Bay, Cuba, in addition to patrol duty and submarine training. Lieutenant Commander Jensen was relieved by Lieutenant Commander F. S. Keeler, USN, on 28 July 1942, who was in turn relieved by Lieutenant Commander William W. Stark, Jr., USN, on 5 May 1943.

After an overhaul in the Charleston, South Carolina Navy Yard, the ship, now under the command of Lieutenant Commander C. H. Hutchins, USNR, underwent refresher training in Casco Bay, Maine until 6 February 1944, when she got underway to escort the battleship NEVADA from Boston to New York.

This duty completed, the destroyer proceeded to Norfolk to join a convoy for Casablanca, French Morocco. The convoy departed on 13 February and on 23 March J. FRED TALBOTT steamed back into Boston for an availability. She then took up convoy duties along the East Coast, sailing from Trinidad to Iceland on escort assignment until September 1944.

On 25 September 1944, while she was moored at Staten Island, New York undergoing conversion and overhaul, the ship was redesignated a miscellaneous auxiliary (AG 81). During the yard period on 12 October Lieutenant P. B. Brown, USNR, assumed command.

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HISTORY OF USS JALLAO (SS 368)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire even attacking shipping in the Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaisance raiders and by attacking combat units including ASW vessels. The JALLAO's skipper received the Navy Cross for sinking a Japanese light cruiser on her maiden voyage.

The keel of the USS JALLAO was laid on 29 September 1943 at the Manitowoc Ship Building Company, Manitowoc, Wisconsin. At the launching on 12 March 1944 the ship was sponsored by Mrs. C. R. Kirk, wife of Lieutenant Commander Oliver G. Kirk, USN. The submarine was named "JALLAO" for a fish of the Sparidae family, which are deep-bodied, spiny-finned marine fishes. Commanding officer throughout her entire wartime activities was Lieutenant Commander Joseph Bryan Icenhower, USN.

The JALLAO arrived at Pearl Harbor on 22 September 1944, where she joined the Submarine Force, Pacific Fleet to begin her war career. After a two weeks training period she departed Pearl Harbor on 9 October 1944 for her first patrol in company with the PINTADO and the ATULE in a wolf pack known as "Clarey's Crushers". We had formed these on a pattern of the Germans in the Atlantic to make our patrols more effective. Their mission was to support the "Ring Two" operation, invasion of the Philippines, by patrolling the main line from Japan to the Philippines -- the waters from North Borneo to Northern Luzon. When the Battle of Leyte Gulf developed, "Clarey's Crushers" were laying toward Luzon Strait to intercept Admiral Ozawa's fleeing carriers.

Tradition called for the torpedoing of a light cruiser on a submarine's first patrol, and the JALLAO did not ignore the "maiden patrol" custom. In the evening of 25 October 1944, the JALLAO made a radar contact off the northeast coast of Luzon. The contact was on a northeasterly course, and tracked at 16 knots. A brilliant moon illuminated the horizon, and she picked up the target visually at 20,000 yards. Torpedoes were set for depth and the JALLAO submerged to radar depth to bore in. When the range closed she came to periscope depth. The ship could now be identified as a light cruiser. There was some trouble with her outer doors, and the salvo was limited to three bow shots. One muffled explosion was heard. The "fish" had evidently missed in depth, for the cruiser wheeled toward the submarine. The JALLAO quickly swung for a stern-tube attack, and at the crucial moment the cruiser made another swerve, lining herself up for a fatal salvo. Three stern shots were fired at 700 yards, and three well-placed hits sent up geysers of water and flame. The PINTADO had held up ahead on the light cruiser's track, in order to give the JALLAO first shot at the target she had flushed. When the JALLAO surfaced the PINTADO informed her that the light cruiser, TAMA, had gone to the bottom. She departed the area on 28 November, arriving in Majuro on 10 December 1944 for refit.

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HISTORY OF USS LEARY (DD 879)

A 2400-ton GEARING Class destroyer, DD-879 was the second ship to be named in memory of Lieutenant Clarence F. Leary, USNRF. Commissioned a lieutenant in the Naval Reserve Force on 12 June 1918, Leary was ordered to duty as executive officer of USS CHARLTON HALL. When fire started aboard CHARLTON HALL on 20 July 1918 he entered the hold in an effort to save ship and crew, and later died as a result of burns and smoke inhalation. Lieutenant Leary was posthumously awarded the Navy Cross.

New York Shipbuilding Company, Camden, New Jersey, built the first USS LEARY (DD 158) and launched her on 18 December 1918. On 5 December 1919 the 1090-ton four stacker was commissioned. She was with the fleet in southern waters until the end of April 1920, made a cruise with the U. S. Battle Fleet to Peru in January 1921, and subsequently operated along the East Coast before entering the Philadelphia Navy Yard for inactivation in March 1922.

Called back into service to fight in World War II, the old LEARY worked with hard-hitting anti-submarine forces in the Atlantic. She operated with escort carriers, which ships were a prime factor in winning the battle against the U-boat. On Christmas Eve 1943, LEARY's force found itself in the middle of a Nazi submarine pack; in the ensuing action LEARY was torpedoed and sunk.

Built by the Consolidated Steel Corporation, Ltd. at Orange, Texas, the keel for USS LEARY (DD 879) was laid on 11 August 1944.

The destroyer USS LEARY (DD 879), was built by the Consolidated Steel Company at Orange, Texas, where her keel was laid on 11 August 1944. Launched on 20 January 1945, the ship was sponsored by Mrs. Theodore S. Wilkinson, wife of Vice Admiral T. S. Wilkinson, USN.

Commander Earnest Goodrich Campbell, USN, assumed first command when the powerful destroyer was placed in commission on 7 May 1945.

Quickly outfitted and readied for sea, USS LEARY departed from Mobile, Alabama on 25 May and set course for a shakedown cruise in the Guantanamo Bay area. She operated here from 28 to 23 June, conducting a vigorous training program. Her shakedown training completed, LEARY set course for her post-shakedown overhaul at Norfolk, Virginia, where she arrived on 24 June

Coincident with post shakedown overhaul the ship was converted to a radar picket destroyer and as such reported for duty to Commander Task Force 69 in early August. After four days' training

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HISTORY OF USS LEO (AKA 60)

During her year of wartime duty in the Pacific USS LEO earned two Battle Stars for invasions as an attack cargo ship.

Built by the Federal Shipbuilding and Drydock Company of Kearny, New Jersey, the ship was launched on 29 June 1944. Mrs. Ogden L. Mills, widow of a former Secretary of the Treasury, christened the ship. Acquired by the Navy on 21 August, USS LEO was placed in commission the next day and Commander Thomas E. Keely, USNR, assumed command.

After shakedown cruise the ship went into Norfolk where she picked up her first load of cargo. On Friday 13 October, the ship set course for the Pacific, arriving in Pearl Harbor on 3 November. After eighteen days of amphibious training, USS LEO set course for Port Hueneme, California.

Four days after touching land, she was underway again, calling at Kahului, Hawaii for troops and equipment of the FOURTH Marine Division for the invasion of Iwo Jima. LEO was underway for the forward area on 27 January 1945, and, after stopping at Eniwetok, Saipan and Tinian, landed her troops successfully.

Her Iwo Jima job was completed 28 February, LEO returned to Roi Namur for her second combat load -- equipment and personnel of Marine Air Group 31, including bombs, ammunition and aviation gasoline. On the 11th of March the ship set course for Eniwetok again, and by Easter Sunday was off Okinawa.

During her four days off Okinawa, LEO came in for her share of Kamikaze planes, and splashed one of them. USS HINSDALE, the division flagship, was less fortunate, taking a suicide hit which disabled her engines. Leo was assigned to take some of her wounded aboard and to tow her safely to Ulithi. The voyage, although not conductive to peaceful slumber, was made safely at five knots.

On 25 April 1945, the ship set course once more for Saipan for a rest and upkeep period. On 1 June Lieutenant Commander Charles H. Mead, USNR, the former executive officer, assumed command.

LEO then proceeded to Port Purvis Florida Island, then to Tulagi, Guadalcanal and Guam. From Guam she sailed to Saipan, back to Guadalcanal and then to the Russell Islands Three days after she had returned to Saipan, the Japanese surrender was signed.

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HISTORY OF USS LEWIS HANCOCK (DD 675)

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare. Supported by battleships, and cruisers; screened by a ring of destroyers, these mobile airfields were able to strike the enemy thousands of miles in advance of our bases. The LEWIS HANCOCK was in that outer ring of steel from January 1944 to June 1945. She took part in the crucial Battles of the Philippine Sea and Leyte Gulf.

The ship was named in honor of Lieutenant Commander Lewis Hancock, Jr., USN, a distinguished submarine officer who was killed in the crash of the airship SHENANDOAH 3 September 1925 near Caldwell, Ohio while serving as the airship's executive officer. He was awarded the Navy Cross during World War I for distinguished service in command of the submarine AL-4 making numerous contacts with the enemy and on one occasion attempting the dangerous feat of diving at a submerged enemy sub to ram her. He was born 15 October 1889 at Austin, Texas.

Built by the Federal Shipbuilding and Dry Dock Company of Kearny, New Jersey, the keel of the USS LEWIS HANCOCK was laid on 31 March 1943. His wife Lieutenant Joy Bright Hancock, USNR, served as sponsor at the launching on 1 August 1943. Mrs. Hancock was the first naval officer to be designated by the Secretary of the Navy as sponsor of a combatant type U. S. ship.

The LEWIS HANCOCK was placed in commission on 29 September 1943 at the Navy Yard, Brooklyn, New York, with Commander Charles H. Lyman, III, USN, commanding. After a two-week yard availability, she sailed for Bermuda, British West Indies, on 14 October for a six week shakedown cruise. She reported to the Commander-in-Chief, U. S. Pacific Fleet on 11 December 1943, arriving at Pearl Harbor on 25 December, for training exercises with a fast carrier task force.

The LEWIS HANCOCK joined Task Group 58.2 on sortie from Pearl Harbor on 16 January 1944, and participated in the capture and occupation of the Marshall Islands from 29 January to 28 February 1944. These fast carrier operations were ordered to neutralize enemy air power in the area before D-day. Task Group 58.2 was assigned Roi Island, center of enemy air power in the Marshalls. The strike was successful. Not a single enemy plane was able to get near the assault group. On 16-17 February the destroyer was with the group who launched the initial air strike against Truk in the Caroline Islands and joined the attack on Jaluit Atoll on 20 February 1944. Thus we were able to establish bases for our fleet over 2,000 miles from Hawaii. From there Admiral Mitscher's task forces were able to strike against the Marianas to destroy Japan's First Air Fleet. While our logistic groups were building up the Marshalls as a major home base, this mobile force were neutralizing Japan's forward bases.

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HISTORY OF USS LONG (DMS 12) (EX DD 209)

The history of the destroyer minesweeper USS LONG dates back to the year 1919, when she was launched on 26 April. She was constructed by the William Cramp and Sons Company, Philadelphia, Pennsylvania, and was sponsored by Mrs. Arnold Knapp, cousin of the ship's namesake. USS LONG was named for the late Secretary of the Navy John Davis Long, who at the time was on President McKinley's Cabinet.

Secretary Long was born in Buckfield, Maine, on 27 October 1838, and died on 28 August 1915. He was graduated from Harvard University in 1857 and admitted to the bar in the State of Massachusetts in 1861. He was Governor of Massachusetts from 1880 to 1882, and in 1897, he was appointed Secretary of the Navy. Secretary Long served in the latter office from 1897 to 1907, which included the period of the Spanish-American War.

The keel of USS LONG was laid on 23 September 1918, and she was first commissioned on 20 October 1919.

After the outbreak of World War II, USS LONG conducted escort duties for convoys operating between San Francisco, California, and Pearl Harbor, Hawaii.

During the month of July 1942, the destroyer minesweeper operated with Commander Task Force 8, and units of Task Group 8.6, off the West Coast.

In the latter part of July 1942, while enroute to Dutch Harbor, Alaska, LONG collided with USS MONAGHAN, causing minor damage. LONG, MONAGHAN, and LAMBERTON were acting as anti-submarine screening vessels during the voyage to Dutch Harbor.

From 1 to 4 August 1942, LONG was moored at Dutch Harbor, undergoing minor repairs, fueling and provisioning.

She sailed on 4 August 1942, enroute from Dutch Harbor to the Mare Island Navy Yard to undergo routine overhaul. LONG arrived at Mare Island on 11 August 1942, and remained in the Navy Yard for the remainder of the month undergoing overhaul.

When the New Year rolled around, LONG was patrolling the entrance to Nazan Bay, Atka Island, Alaska, on anti-submarine patrol for USS VEGA.

LONG patrolled Alaskas waters throughout the month of January 1943, and on 1 February while patrolling near Constantine Harbor, Amchitka Island, 9 Japanese planes were spotted flying toward Constantine Harbor. The planes disappeared in the clouds, and a few moments later, 4 of the planes broke through the clouds approaching in a wide circle from astern of LONG.

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HISTORY OF USS LST 393

Built by the Newport News Shipbuilding and Dry Dock Company at Newport News, Virginia, USS LST 393 was launched on 11 November 1942. Miss Lucy Jean Sorenson acted as sponsor at the launching. The landing ship tank was commissioned on 11 December 1942 at which time Lieutenant John H. Halifax, USNR, assumed command as the ship's first commanding officer.

USS LST 393 participated in three invasions in the Atlantic and Mediterranean and made 75 voyages to foreign shores. She carried over a half division of Army personnel (9,135) and 3248 vehicles ranging from "long toms" to jeeps. She also carried 5,374 prisoners of war and 817 casualties. The ship covered some 51,817 nautical miles in her first three years and her anchor touched bottom in 38 ports of North Africa, Sicily, Italy, England, Wales, Ireland, France, and the Canal Zone.

USS LST 393 was decommissioned at New Orleans, Louisiana on 1 March 1946 and stricken from the Navy list one year later. On 20 March 1948 she was sold to the Sand Products Corporation, Detroit, Michigan.

LST 393 won three Battle Stars on the European-African-Middle Eastern Area Service Medal for participating in the following operations:

1 Star/Sicilian Occupation -- 9 to 15 July 1943

1 Star/Salerno Landings -- 9 to 21 September 1943

1 Star/Invasion of Normandy (including the bombardment of Cheroburg) 6 to 25 June 1944

* * * * *

STATISTICS

OVERALL LENGTH	328 feet
BEAM	50 feet
SPEED	12 knots
DISPLACEMENT	1625 tons

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HISTORY OF USS MALLARD (ASR 4) (EX AM 44)

The submarine rescue vessel USS MALLARD was constructed by the Staten Island Shipbuilding Corporation, Brooklyn, New York during 1918, and was launched 17 December of the same year. Mrs. Anne Fale Brayton, wife of the commanding officer, was the sponsor.

The keel of USS MALLARD was laid on 25 May 1918, and she was first commissioned on 25 June 1919.

USS MALLARD operated in the southern waters of the Atlantic Fleet from 1920 until June 1941 when she sailed to Coco Solo, Canal Zone.

She was classified as AM-44 until 1928, when the classification was changed to ASR-4.

USS MALLARD remained in the Canal Zone throughout World War II operating as a member of Submarine Squadron THREE. While there, she conducted target towing services for day firing off Perlas Islands, Panama Bay, and also diving operations in connection with the training of divers.

USS MALLARD was used as a target ship, and was sunk on 22 May 1947.

* * * * * * *

STATISTICS

OVERALL LENGTH	187 feet
BEAM	37 feet
SPEED	14 knots
DISPLACEMENT	968 tons

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HISTORY OF USS MARIAS (AO 57)

USS MARIAS, although not commissioned until 1944, earned eight Battle Stars for her duty as fleet oiler during World War II.

The ship named for a river originating in Montana, was built by the Bethlehem Steel Company of Sparrows Point, Maryland in 1943. Acquired by the Navy, she was placed in commission on 12 February 1944, when Commander J. G. Olsen, USNR, assumed command.

USS MARIAS completed her shakedown cruise and trial runs in the Chesapeake Bay on 8 March. She then proceeded to the Dutch West Indies where she took on fuel oil and got underway for the Pacific. She went through the Panama Canal on the 28th and then proceeded to Hawaii.

Rendezvousing with a convoy on 12 April off Hawaii, she proceeded to Majuro Atoll, the largest forward area base at that time. For the next six weeks she fueled every type of fighting ship for the strikes on the Japanese bases in the Marianas and Carolines.

After these actions, MARIAS left for Saipan, where she was on fueling station on 21 June for the pre-invasion bombardment and invasion of Saipan. On 23 June the re-fueling of a battleship and a destroyer was interrupted for 41 minutes while attacking enemy planes were driven off.

During the Saipan invasion MARIAS moved north and supported the strikes on the Bonins and the first Battle of the Philippine Sea. After that action she returned to Eniwetok, refueled and steamed back to take part in the bombardment and invasion of Guam and Tinian.

From Guam she returned to Eniwetok for refueling and then sailed to Manus. After reaching Manus on 26 August 1944, MARIAS took on cargo and on 1 September, in company with eight other oilers and eight destroyers, proceeded to a point south of the Caroline Islands, where the group refueled the task force which was eliminating Palau as a Japanese stronghold.

On 5 September, MARIAS reloaded at Manus and steamed to a fueling area southeast of the Philippines where she refueled ships for the strikes on the Volcano and Bonin Islands and Yap. As the western Carolines operation drew to a close, she participated in the capture and occupation of the Southern Palau Islands and assaults on the Philippines.

Operating out of Manus, MARIAS participated in the inital phases of the Leyte operation by fueling ships of the THIRD Fleet.

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HISTORY OF USS MATTAPONI (AO 41)

Although she did not wage offensive war against the enemy, USS MATTAPONI played a vital part in the defeat of the Axis in her role of oiler for trans-Atlantic convoys.

Built in 1941 by the Sun Shipbuilding and Drydock Company of Chester, Pennsylvania for the Maritime Commission, the ship was taken over by the Navy and placed in commission on 31 March 1942. During the period from 23 May through 16 June 1942, the ship went through routine trial runs, compensated compasses, exercises at target practice and compiled tactical data. No deficiencies were found, and MATTAPONI was pronounced ready to take her place in the rapidly growing fleet of Navy tankers. The ship was named for the Mattaponi River in Eastern Virgina.

Beginning on 16 June 1942 USS MATTAPONI, under the command of Commander M.J. Gillan, began series of voyages from Texas ports to East Coast cities, carrying vitally-needed oil and gasoline through the submarine-infested waters. These voyages were usually made in company with one or two other tankers escorted by two destroyers or destroyer escorts.

Lieutenant Commander M. C. Barret assumed command in October 1942. MATTAPONI's first cruise across the Atlantic as a convoy tanker was to Casablanca, where the ship experienced an enemy air raid, but was not damaged.

This voyage was the first of a series lasting for two years during which USS MATTAPONI was engaged mainly in fueling convoy escorts and in transporting fuel to distribution points in Scotland and African ports. In addition to fueling convoys, the ship transported mail, provisions, aircraft, crash boats and passengers.

On 12 July 1943, USS MATTAPONI, steaming in a Bizerte-bound convoy, was attacked by German planes off Algiers, but escaped damage.

While operating with convoys, the ship rendered various types of assistance to convoy ships and escorts, such as repairing damaged engine parts or taking a patient on board for an urgent operation.

Late in 1944 the practice of including a Navy tanker in each convoy was discontinued and Eastern and Western terminus tankers were established in the Azores and Bermuda. From December 1944 to June 1945 MATTAPONI served in the group of tankers which rotated

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HISTORY OF USS MILLER (DD 535)

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare. Supported by battleships and cruisers; screened by a ring of destroyers; these mobile airfields were able to strike the enemy thousands of miles in advance of our bases. The MILLER was in that outer ring of steel from January 1944 to June 1945. She took part in the crucial Battle of the Philippine Sea and Leyte Gulf receiving the Navy Unit Citation for assisting the USS FRANKLIN on 19 March 1945 to fight fires and salvage that carrier. Ten Battle Stars were also earned in only two years of the war.

The USS MILLER first began to take shape in the yards of the Bethlehem Steel Company, San Francisco, California, where her keel was laid on 18 August 1942. She was launched on 7 March 1943, with Mrs. William P. Upshur, wife of Major General W. P. Upshur, USMC, acting as sponsor.

The ship was named in honor of Acting Master's Mate, James Miller, who served as quartermaster aboard the MARBLEHEAD in an engagement with the Confederate batteries on Stono River, on 25 December 1863. He was noted for outstanding bravery and coolness in casting the lead and giving continuous soundings while exposed to dangerous enemy fire, and only retired reluctantly when ordered to do so. He was also commended for admirable management at the wheel. For his action in this battle he was promoted to acting master's mate and awarded a medal of honor. He was born 1835 in Denmark.

The USS MILLER was commissioned on 31 August 1943, when Commander T. H. Kolberg, USN, came aboard as commanding officer, and after a fitting out period conducted a shakedown cruise from 31 September to 30 October in the San Diego area. On 20 November the ship departed San Francisco and reported to Commander in Chief, U.S. Pacific Fleet for further training and ultimate assignment in Destroyer Squadron 52.

Except for a period 8 to 20 December, when she was assigned the duty of screening the NASSAU to and from Makin Island, the MILLER operated in the Hawaiian Area conducting training exercises until 22 January 1944. On the 23rd, she sailed from Pearl Harbor as a screening unit of Task Group 51.1 in Task Force 51, whose mission was the amphibious assault and capture of Kwajalein and Eniwetok. On 11 February the MILLER was assigned to Task Group 51.7, and on the 15th, with the TAWASA and TEKESTA, stood by to render assistance to any ship damaged during the first carrier-based air strike on Truk. This task group was dissolved upon return to Majuro.

The Marshall Islands were assaulted and taken early in 1944 to establish bases for our fleet at Majuro, Kwajalein and Eniwetok over 2.000 miles from Hawaii. From there Admiral Mitscher's task forces struck against the Marianas, destroying Japan's First Air Fleet. While our logistics groups were building up the Marshalls as a major home base, his mobile forces were neutralizing Japan's forward bases.

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HISTORY OF USS MINDANAO (PR 8)

One of eight gun boats built for service on the Yangtze River and coastal Chinese waters, USS MINDANAO assisted in the defense of Bataán and Corregidor before being sunk to avoid capture on 2 May 1942.

MINDANAO was authorized by an Act of Congress of 18 December 1924 and her engines were built at the New York Navy Yard. They were transported to Shanghai, China, where the ship was built by the Kiangnan Dock and Engineering Works. The ship was placed in commission on 10 July 1928.

As the war in the Pacific became imminent, USS MINDANAO, flagship of the old South China Patrol, found herself in an increasingly precarious position. The only U. S. Naval vessel in the vicinity of Hong Kong, she was being shadowed by Japanese vessels, and her officers were being treated with increasing discourtesy by the Japanese in the area.

On 2 December, Commander Alan R. McCracken, the ship's commanding officer received orders to proceed to Manila. Loading aboard three months supply of food, extra ammunition and spare parts, the old craft, designed only for river and coastal cruising, set sail on the morning of the 4th, immediately hitting heavy seas and high winds.

The vibration from the course which put the ship in the trough of the sea threatened to tear the engines loose, and she was forced to change course. On the 7th she was still off the coast of China. Although the ship bobbed around uncomfortably through the heavy swells, she nevertheless set course for Luzon. At 0340 on Monday, 8 December 1941 a message was received that Japan had begun hostilities.

MINDANAO, still 337 miles Northwest of Cape Bolinau, Luzon, immediately stripped for action. Every man in the crew was given a handful of waste and using black paint, smeared the entire ship, then entirely snow white, in about twenty minutes. The camouflage, which made the ship look as though she had been gutted by fire, caused the enemy to neglect her on several occasions. Paint, black powder and gasoline was jettisoned. Awning spreaders were taken down and the stanchions sawed off at top rail level.

Fourteen Browning machine guns, intended as replacements for her twelve Lewis guns, were mounted in the stanchions, ammunition was brought up to each gun and secret and confidential papers destroyed. By daylight things were fairly squared away.

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HISTORY OF USS MONONGAHELA (AO 42)

In the first year of the war against Japan, when the lack of Naval strength made task force warfare a daring and dangerous undertaking, the United States Navy was building up the strength in fighting ships and auxiliaries that was to carry it to victory.

One of the ships added to the logistics team was the oiler USS MONONGAHELA. Built by the Sun Shipbuilding and Drydock Company of Chester, Pennsylvania, as SS ELL KAY in 1942, the ship was acquired by the Navy from the Maritime Commission and placed in commission on 11 September 1942. Named for Pennsylvania's Monongahela river, the tanker was commanded by Captain Thomas M. Dell.

Leaving Hampton Roads, Virginia in November 1942, MONONGAHELA sailed to Aruba, Netherlands West Indies, to take on oil for Noumea, New Caledonia.

The year 1943 saw the vessel shuttling fuel oil, aviation gasoline and diesel oil from the storage tanks of San Pedro, California to the tanks of the fleet units based on Noumea. Then, in the summer of 1943, when United States forces began the slow process of breaking through the Japanese defenses, forces based on Guadalcanal were supplied with oil and fuel from a group of speedy oilers working from Espiritu Santo, New Hebrides. MONONGAHELA was a frequent caller.

Several of the Guadalcanal voyages were interrupted by air riads. During one raid in June, a force of 120 Japanese planes came over. Four were shot down by an escorting destroyer, and MONONGAHELA escaped damage.

Guadalcanal meant double duty for the oilers. The cargo decks were full of lubricating oil, mail, provisions, badly-needed ammunition and personnel replacements. At the end of 1943, the ship returned to the United States for an overhaul and a brief assignment carrying cargo from the West Coast to Pearl Harbor.

When the Navy's fighting strength was mustered for the invasions of Majuro, Kwajalein and Eniwetok, MONONGAHELA was in the train of supporting ships. For five months she remained in the area replenishing the bunkers of ships and the storage tanks of small bases ashore.

By early fall, 1944, the fleet was far afield in the Admiralty Islands, and Manus served MONONGAHELA as a base from which to fuel the warships. In November she sailed for Ulithi, the huge fleet anchorage in the Western Caroline Islands, from where she operated north and west to meet the needs of the battle forces.

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HISTORY OF USS MONTGOMERY (DM 17) (EX DD 121)

An old World War I destroyer converted to a light mine layer, USS MONTGOMERY, after participating in the defense of Pearl Harbor, served as mine-layer, escort and anti-submarine vessel through the Pacific from Alaska to Guadalcanal before being struck by a mine in October 1944.

The ship was built by the Newport News Shipbuilding Company of Newport News, Virginia, where her keel was laid on 2 October 1917. Named for Rear Admiral John B. Montgomery, the ship was launched on 23 March 1918. Mrs. Andrew Jones, great-great-grandniece of Admiral Montgomery, christened her. The destroyer was placed in commission on 26 July 1918.

Rear Admiral Montgomery (1794 - 1873) volunteered for service with Commodore O. H. Perry and was one of the midshipmen of NIAGARA in the battle of Lake Erie on 10 September 1813. For his gallantry he received the thanks of Congress and a sword. He took part in the blockade and attack upon Mackinaw in August 1814 and served with Commodore Stephen Decatur in operations against Algiers in 1815. He commanded the sloop of war PORTSMOUTH in 1845-47 on the Pacific, taking a prominent part in operations against the Mexicans, capturing several vessels and aiding the Army in taking several towns. In 1857 he was sent to Aspinwall (now Colon, Panama) in command of ROANOKE to bring home 250 survivors of Walker's filibustering expedition.

When the Japanese struck at Pearl Harbor on 7 December 1941, USS MONTGOMERY was moored in a nest with RAMSEY, BREESE and GAMBLE. Lieutenant Commander R. A. Guthrie, USN, was in command.

Manning her guns, the mine-layer fired at several planes in the vicinity, with undetermined results. However, she chalked up a "first" as the first ship to have individual contact with one of the enemy. Receiving word that a Japanese plane was down in the harbor, but still afloat, MONTGOMERY sent out a boat to take the survivors prisoner.

Only the pilot could be seen, and he refused to be rescued. When the boat drew close, he drew out a pistol and waved it threateningly. The boat crew gave him no chance to use it, shooting him immediately.

The ship was ready to get underway by 1014, and immediately took up anti-submarine patrol duties which kept her steaming off Pearl Harbor until 13 December, without a pause. She continued on patrol until 14 April when she got underway with USS NAVAJO, escorting the tug and a tow to Canton Island. From Canton the ship steamed to Pago Pago, escorting USS TURKEY, Arriving in Samao, she was ordered to Suva, Fiji Islands on 28 April

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HISTORY OF USS OMMANEY BAY (CVE 79)

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare, supported by battleships and cruisers; screened by a ring of destroyers, these mobile airfields were able to strike the enemy thousands of miles in advance of our bases.

After participating in the destruction of the major part of the Japanese fleet by sending her planes out to sink one heavy cruiser while damaging four cruisers and four destroyers in one day, the escort carrier USS OMMANEY BAY fell victim to a single Kamikaze attack two months later.

Named for a bay off Alaska, the "jeep" carrier was laid down in the Kaiser yards at Vancouver, Washington, and launched on 29 December 1943. Mrs. P. K. Robottom, wife of Captain P. K. Robottom, USN, christened the ship, which was acquired by the Navy from the Maritime Commission on 2 February 1944. On 11 February 1944 USS OMMANEY BAY was formally placed in commission as (CVE 79) under the comand of Captain H. L. Young, USN.

After her fitting out and a brief shakedown cruise, the ship got underway on 19 March from Alameda, California, bound for Brisbane, Australia, loaded with planes and passengers. By 27 April she had completed her mission and was back in San Diego, where she began a rigorous ten days of carrier qualification landings, drills and tests. After alterations and repairs at San Diego, the ship, now fitted for combat, sailed on 10 June for Pearl Harbor.

Joining a group of escort carriers including FANSHAW BAY, KADASHAN BAY, MARCUS ISLAND, SAVO ISLAND, and PETROF BAY, the carrier steamed to Tulagi to join Task Group 32.5 for the attacks on Palau. Arriving on station on 12 September, her pilots flew close support missions for the landing forces and supplied air cover for the invasion forces.

After anchoring briefly in Kossol Roads to take aboard more ammunition, the ship operated in support of the naval bombardment, the mine sweeping groups and the Underwater Demolition Teams until 1 October, when she set course for Manus to begin preparations for the next invasion on her crowded schedule.

The little carrier sailed on 14 October in company with the escort carrier KADASHAN BAY, and from 22 until 24 October she supported the troops during their advance on Leyte, with her planes flying close support missions daily in addition to providing anti-submarine and combat air patrols. Trouble was always just over the horizon, and on the 25th it struck with the full force of the Japanese fleet.

The Japanese had long planned a suicidal mission by their entire fleet in case the Philippines were invaded. Caught unprepared because of the advance in schedule which put American troops ashore at Leyte a month before they were expected, they felt that if the Philippines, controlling the supply routes to the Empire from the rich Indies, were taken, the war would definitely be lost.

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HISTORY OF USS PARTRIDGE (ATO 138)

The busy little ocean-going tug USS PARTRIDGE was sunk early on the morning of 11 June 1944. Flying through the Atlantic from Portsmouth, England to the shores of Normandy, she was torpedoed by a German E boat and sank in one minute. Thirty-four of her crew were either missing or dead and 29 others wounded.

USS PARTRIDGE's career began on 14 May 1918 when her keel was laid at the Chester Shipbuilding Company yards of Chester, Pennsylvania. She was launched on 15 October 1918 with Miss Carolyn Hewes McCay serving as sponsor.

On 17 June 1919, USS PARTRIDGE was commissioned as a minesweeper and placed into service. She performed various peacetime duties until the start of World War II and on 11 April 1942 was converted to an ocean-going tug, AT-138.

In May 1942, the SS MOKIHAMA set out for Tampa, Florida after having been torpedoed and only temporarily repaired. Once at sea, her temporary repairs gave way and PARTRIDGE was dispatched to the scene only to find the master had already abandoned ship. PARTRIDGE put men aboard to check the damage and decided to tow her into port. After beaching the stricken merchant man and trying to pump out her holds all to no avail, she again took her in tow and set course for Tampa, returning to the British West Indies for patrol after releasing her tow safely.

From June until January 1943, PARTRIDGE operated on routine patrol and towing duties from Key West, Flroida to Guantanamo Bay, Cuba, Virgin Islands and Jamaica, British West Indies. She returned to Norfolk, Virginia in April and after a brief overhaul, began towing targets and yard craft along the East and Gulf Coasts of the U.S. In April 1943, she returned to the Cuban area and towed targets for various shakedown and training groups.

USS PARTRIDGE continued operating in the Bermuda area until November 1943, when she sailed for Norfolk, Virginia again for repairs. Upon completion of repairs and tests, she joined a convoy enroute to the United Kingdom.

Early on the morning of 10 June 1944, she sailed from Portsmouth, England enroute to the Normandy beach head. The following morning at about 0200 she was torpedoed. At first it seemed that she had struck a mine as there were no enemy vessels detected at the time It was later confirmed that the ship had been hit by a torpedo hit by a German E-bomb.

USS PARTRIDGE earned one Battle Star on the European-African-Middle Eastern Area Service Medal for participating in the Normandy Invasion.

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Division of Naval History
Ships' Histories Section

HISTORY OF USS PEARY (DD 226) #176

USS PEARY, one of the thirteen old four-piper destroyers assigned to the Asiatic Fleet at the outbreak of World War II, escaped from Manila just ahead of the invading Japanese only to be sunk by an enemy air raid at Port Darwin, Australia ten weeks after the war's beginning.

The old destroyer, named for the late Rear Admiral Robert E. Peary, Arctic explorer, was built by William Cramp and Sons of Philadelphia, Pennsylvania. Her keel was laid on 9 September 1919 and she slid down the ways on 6 April 1920. Mrs. Edward Stafford, a daughter of Rear Admiral Peary, christened the ship which was placed in commission on 22 October 1920.

Rear Admiral Peary, USN, in addition to his Arctic explorations, was in charge of the Nicaragua Canal survey 1887-88. He invented a type of rolling lock gates for the canal. His first Arctic expedition was in 1886 and on his eighth expedition he became the first man to reach the North Pole overland, arriving on 6 April 1909, following a final dash covering 130 miles in five days. He was promoted to the rank of Rear Admiral and given the thanks of Congress by a special act of 30 March 1911.

Rear Admiral Peary received honors from numerous scientific societies of Europe and America for his Arctic explorations and discoveries and wrote several books on his experiences in the polar regions.

USS PEARY was on Asiatic station when news of the Pearl Harbor raid reached her and was caught in the raid on the Cavite Navy Yard, Philadelphia, three days later. On the early afternoon of 10 December more than 50 two-engined high level bombers appeared over Cavite, and, cruising lesiurely above the range of anti-aircraft fire, destroyed practically the entire establishment.

PEARY, tied up at small pier, took one bomb forward, which riddled the superstructure and stack, but she suffered no major damage. However, she found herself in a very precarious position, as fires began to set off torpedo warheads in a torpedo overhaul shop on the wharf next to her Fortunately, the minesweeper WHIPPOORWILL noted her precarious position and towed her out.

The towing operation was made more difficult by the constant heat and explosions from the fires WHIPPOORWILL put her bow against the destroyer's stern, made fast with a six-inch line, and backed The line parted, and she tried it again. Again the line parted. The third time PEARY came clear. The gallant little sweeper then went between PEARY and barges which were burning off Guadeloupe Pier, playing her hoses over the destroyer to keep her from catching fire. Her damage control party boarded PEARY, and found

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HISTORY OF USS PEORIA (PF-67)

USS PEORIA was built by the Leathem D. Smith Shipbuilding Company, Sturgeon Bay, Wisconsin. She was launched on 2 October 1943 with Mrs. Agnes Reynolds of Peoria, Illinois as sponsor. Mrs. Reynolds was appointed by the Corporation Counsel of Peoria. Following the Navy's policy of naming patrol frigates after small cities, USS PEORIA was named in honor of Peoria, Illinois.

USS PEORIA was commissioned on 2 January 1945, after being brought down the Mississippi River from Sturgeon Bay to New Orleans on 15 July 1944. Commander George R. Leslie, USCG, served as her first commanding officer.

The frigate held her shakedown cruise in the vicinity of Bermuda, then joined a trans-Atlantic convoy enroute to Oran. She returned to New York on 13 April 1945, held training exercises in the Casco Bay, Maine area, then put into Charleston, South Carolina for conversion to a weather ship. She remained on weather station duty for the remainder of her career. On 17 July 1945, Lieutenant Robert C. Carlin relieved Commander G. R. Leslie as commanding officer.

USS PEORIA was decommissioned on 15 May 1946 and stricken from the Navy Vessel Register on 19 June 1946.

S T A T I S T I C S

LENGTH	304 feet
BEAM	37 feet
SPEED	20 knots
DISPLACEMENT	2,100 tons

Stencilled: 11 February 1953

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HISTORY OF USS PERKINS (DD 377)

The destroyer USS PERKINS was constructed by the Puget Sound Navy Yard, Puget Sound, Washington, during 1935. Her keel was laid on 15 November 1934, and she was launched on 31 December 1935.

USS PERKINS was named in honor of Commodore George Hamilton Perkins, USN, and his daughter, Mrs. Larz Anderson served as sponsor.

Commodore Perkins was born in Hopkinton, New Hampshire on 20 October 1835, and was appointed a midshipman in 1851. His intrepid conduct during the Civil War won from Farragut the accolade of "the bravest man that ever trod the deck of a ship". Commodore Perkins died in 1899 in Boston, Massachusetts.

The destroyer PERKINS was first commissioned on 18 September 1936.

When World War II started, USS PERKINS was undergoing routine overhaul at the Navy Yard, Mare Island, California. On 12 December 1941, Lieutenant Commander W. C. Ford, USN, reported aboard for duty as commanding officer relieving Lieutenant Commander S. R. Bedford, USN, who entered the Naval Hospital in Mare Island, California for treatment.

USS PERKINS sailed on 17 December 1941 for Pearl Harbor, Hawaii.

She sailed from Pearl Harbor on 30 December 1941 to San Francisco, California as escort for USS HARRIS, USS PROCYON, USAT TASKER H. BLISS and SS PRESIDENT GARFIELD.

The destroyer made another voyage to Pearl Harbor in the latter part of January 1942, and upon arrival, she was assigned to Task Force TWO. While in Pearl Harbor, PERKINS was outfitted for an extended tour on detached duty.

She sailed on 2 February 1942 in company with USS CHICAGO for for the Anzac Area. They arrived in Suva Harbor, Fiji Islands on 12 February, and sailed two days later to rendezvous with Task Force ELEVEN in the Coral Sea.

During March and April 1942 PERKINS operated with USS YORKTOWN, USS CHICAGO and HMAS AUSTRALIA off Noumea, New Caledonia, and in the Coral Sea.

The Task Force steamed in the vicinity of Florida Island, Solomon Group in early May 1942, and on 4 May, USS YORKTOWN launched the first attack group consisting of torpedo planes and dive bombers for the Battle of the Coral Sea. When the planes returned from the

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HISTORY OF USS PIGEON (ASR 6)

Lieutenant Commander Hawes and his crew, on board their ship, USS PIGEON, plowed through the blastings of almost five months of war in the Philippines. They performed valorously the less spectacular but indispensable task assigned to those who form a part of the Navy's auxiliary forces.

From the start of hostilities in Manila Bay to the finish on Corregidor, the ship was in the very thick of it. PIGEON and her men were kept busy hauling grounded companion craft off mud bars, repairing their damage, replenishing their supplies, feeding their crews, restocking their ammunition, conducting them to Corregidor, the haven of the great "rock" that stands as its own monument in Manila Bay.

In between jobs the ship fiercely joined the fighting against the Japanese, bringing down several planes which made the mistake of flying too close to PIGEON and failing to recognize her as a falcon at heart.

USS PIGEON was built by the Baltimore Dry Dock and Shipbuilding Corporation at Baltimore, Maryland, where her keel was laid on 15 June 1918. Launched on 19 January 1919, the ship was sponsored by Mrs. B. Provance, wife of one of the superintendents of ship building She was commissioned on 15 July 1919, as a mine sweeper. Then assigned to Minesweeping Division # 1, she was ordered to the North Sea to sweep German mines.

After many days of tedious sweeping, the commanding officer was instructed to take on board a German mine for research work. As the mine was being hoisted on board, it exploded, killing several and wounding many of the ship's crew. The crew thought the ship was sinking but she was later towed to port in Scotland where a new stern was built for her.

Returning to the United States, PIGEON served with Mine Divisions on the Atlantic. In 1921 she was ordered to Pearl Harbor where she was decommissioned in 1922. In 1923 she was again placed in commission and ordered to the Asiatic Station. Upon arrival she lost her grey war paint, was painted white, and took her place with the Yangtze Patrol guarding our merchant vessels from pirate raids.

In 1929 PIGEON was converted to a salvage rescue vessel and started another colorful career with submarines. Her primary duties were to salvage and aid submarines in distress. She was equipped with the latest diving equipment, including the diving bell for rescuing men from sunken submarines and a helium mixing tank for aiding divers in making deep dives. Her compression chamber

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HISTORY OF USS PINTADO (SS 387)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire, even attacking shipping in Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaisance raiders and by attacking combat units including ASW vessels.

Awarded the Presidential Unit Citation for her heroism in combat, the USS PINTADO fired sixteen torpedoes on her first patrol to score sixteen hits -- a new record. Later she sank a 2300 ton destroyer.

The submarine's keel was laid on 7 May 1943 at the U. S. Navy Yard, Portsmouth, New Hampshire. Four months later, on 15 September, she was launched with Mrs. Antonio Prince, nominated by Senator Gerry of Rhode Island, serving as sponsor. At the commissioning ceremonies on 1 January 1944, Lieutenant Commander B. A. Clarey, USN, came aboard as commanding officer. The submarine was named for a large mackerallike fish, common around Florida and the West Indies.

Inspections, shakedown cruise, and training exercises were prosecuted vigorously throughout January, February, and March in preparation for battle. On 31 March 1944 the PINTADO got underway from Key West for Pearl Harbor, arriving on 23 April. The following day she sailed for Midway and her first patrol.

Her first patrol was conducted in the area west of the Marianas and in an area south of Formosa. Captain L. N. Blair, USN, was commander of the task force composed of the PINTADO, the SHARK, and the PILOTFISH. The first contact with a Japanese convoy came on 31 May. It was a small convoy consisting of three ships and three escorts. The convoy made a series of radical course changes, but the submarines were persistant, and shortly before dawn on 1 June the convoy zigged in the PINTADO's direction. Commander Clarey directed his ship at best speed to intercept before dawn. At 0457 he fired six torpedoes scoring 5 hits on a freighter and one on another ship. The first, the TOHO MARU, disintegrated and sank. Several explosions were heard in the vicinity of the second target and later it was seen to sink.

Meanwhile the SHARK had found herself in the path of another convoy heading toward Japan, and by early morning all three subs were giving chase. Japanese aircraft arrived on the scene to harass the subs. The SHARK succeeded in picking off a freighter on the morning of the 2nd, but another position for attack could not be gained. In the afternoon of the 3rd, the PINTADO sighted a large convoy coming southward. The ships running for Japan were empty; these newcomers heading for Saipan, were loaded to capacity. Six approaches were made on the new convoy, and just before midnight on 4 June, the PINTADO managed to reach attack position. Four torpedoes were fired at periscope depth, and the explosions following indicated a sinking. Japanese records failed to confirm the loss of a vessel at this point, but there is no doubt concerning the outcome of the second attack the PINTADO delivered the following noon. Sailing full speed into the scrambling convoy, she fired torpedoes into two cargo-laden freighters, sinking them.

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HISTORY OF USS PIPER (SS 409)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire, even attacking shipping in Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaisance raiders and by attacking combat units including ASW vessels.

Although built late in World War II, the submarine USS PIPER completed three successful war patrols before the cessation of hostilities, operating as a life guard for plane strikes and as an advance picket for fast carrier task forces.

The ship was named "PIPER" for a fish of the Halfbeaks family found in warm seas mostly along the shore. It swims at the surface, occasionally leaping into the air, and is named from the noise it makes when taken out of the water. The keel of the PIPER was laid in the U. S. Navy Yard, Portsmouth, New Hampshire on 15 March 1944, and was launched on 26 June 1944. Mrs. C. W. Wilkins, wife of Captain Charles W. Wilkins, USN, acted as official sponsor. Commander B. F. McMahon, USN, took command of the ship when she was placed in commission on 23 August 1944.

The PIPER began her war career on 25 January 1945, when she slipped out of Pearl Harbor as the leader of a five ship wolf-pack, consisting of the BOWFIN, TREPANG, POMFRET, and STERLET. The mission was an anti-picket boat sweep in preparation for carrier strikes on Honshu. After a short stop at Saipan, the pack arrived in the assigned area south of Iwo Jima on 10 February 1945. Three sweeps were made in the period 10 to 13 February 1945, but no picket boats were seen. The PIPER spent the period from 15 February to 24 March off the south and southeast coasts of Honshu serving alternately on independent patrol and lifeguard duty for the then-intensive B-29 and carrier strikes against Japan. On the night of 25 February, the PIPER found her first target. In a night surface attack she sank an unidentified 2000 ton vessel. The last four days before departure were spent guarding the approaches to Bungo Suido against a possible Japanese sortie on the badly damaged USS FRANKLIN.

She arrived at Midway on 30 March 1945 for refit, rest and training, and departed on 26 April for her second war patrol in a wolf pack with the SEA POACHER, PLAICE, POMFRET, and STERLET. The ships arrived in the patrol area, the Sea of Okhotsk, on 3 May 1945, and from the 14th to the 25th made concentrated surface shipping sweeps of the area. The remainder of the period was spent on independent war patrol, rotating stations. On 27 May the PIPER got her first chance on this patrol when two small merchantmen with two escorts were sighted in Boussole Channel. Working her way through a heavy fog, she launched a surface torpedo attack, sinking one 4000 ton merchantman. The escorts dropped a few depth charges, but none were close to the mark.

The PIPER departed the area on 4 June 1945, arriving at Pearl Harbor on the 13th for another refit. On 25 June Lieutenant Commander Edward L. Beach, USN, relieved Commander McMahon as commanding officer. On 19 July 1945

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HISTORY OF USS POCHARD (AM-375)

The Navy mine vessel USS POCHARD was built by the Savannah Machine and Foundry Company in Savannah, Georgia, where her keel was laid on 10 February 1944. Named for a bird, POCHARD was launched on 11 June of the same year. Mrs. Mary E. Kennard of Savannah, Georgia served as the ship's sponsor.

USS POCHARD was first commissioned on 27 November 1944, at Savannah, Georgia. Lieutenant Commander David D. Long, USNR, assumed command of USS POCHARD on 27 November 1944 as her first commanding officer.

USS POCHARD underwent a fitting-out period during December 1944 and January 1945, and reported to the Charleston Navy Yard in early January.

POCHARD sailed for the Frontier Base, Little Creek, Virginia on 6 January, and reported to the Minecraft Shakedown Group for her shakedown training. Completing her shakedown cruise in the Chesapeake Bay area, she then reported to Commander Service Force, Atlantic Fleet, for duty.

POCHARD was ordered to escort USS SHELLBARK from Norfolk to the Canal Zone on 19 February. Enroute to the Canal Zone, the minesweeper conducted gunnery practice off Cuba, and arrived in Canal Zone on 6 March 1945.

After her arrival, POCHARD made voyages to San Francisco and San Diego. She operated as a tow ship with USS COLUMBIA and USS CALIFORNIA until 13 May 1945, when she sailed for Pearl Harbor.

When POCHARD arrived in Pearl Harbor, she fueled, loaded stores and ammunition to full capacity, and sailed, on 29 May 1945, for Eniwetok, Marshall Islands.

POCHARD was further routed to Guam and Okinawa by Commander Task Unit 94.7.1, arriving at the latter on 28 June 1945. She conducted minesweeping operations around Kerama Retto during the months of July and August except for two voyages out to sea to ride out typhoons.

On 22 August 1945, POCHARD was assigned to Commander Third Fleet, and proceeded to Tokyo Bay, arriving on the 29th. She remained in Tokyo Bay only a short period before sailing for Okinoyama Shoals, Sagami Wan, to conduct mine sweeping operations.

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HISTORY OF USS POGY (SS 266)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire, even attacking shipping in Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaisance raiders and by attacking combat units including ASW vessels.

Winner of the Navy Unit Commendation for aggressive patrols and sinking a Mutusuki class destroyer, the USS POGY sent 98,609 tons of Japanese shipping to the bottom and damaged an additional 33,164 tons.

Named for a Lake Tahoe trout, the keel of this fighting ship was laid at the Manitowoc Shipbuilding Company, Manitowoc, Wisconsin on 15 September 1941. She was launched on 23 June 1942, with Mrs. Julius A. Furer, wife of Rear Admiral Furer, USN, serving as sponsor. Lieutenant Commander G. H. Wales, USN, assumed command at her commissioning on 10 January 1943. Since civilian personnel were to be in charge, the POGY was temporarily decommissioned on 1 February for the cruise down the Mississippi River to New Orleans, Louisiana, and was recommissioned upon her arrival on 12 February.

After a period of fitting out, trial runs, and training, the POGY arrived in Pearl Harbor on 5 April 1943. By 15 April she was ready for her first war patrol. After a few hours stop at Midway, the POGY set out for her patrol area along the eastern coast of Honshu. She made her first contact on 1 May. A periscope attack on a convoy of five ships with one escort, resulted in the loss of the ex-gunboat KEISHIN MARU, and a small freighter. In the depth charge attack which followed the POGY hit the bottom in her search for deep water. Upon surfacing that night she attacked a destroyer with three torpedoes, but was unable to observe the results.

The next day she destroyed a large sampan by gunfire during a surface engagement. On 9 May 1943, while making a submerged attack on a convoy of four freighters, a bomb close astern forced the POGY to retire. On the 11th a second 100 ton sampan was destroyed by gunfire. Two torpedo hits sent a small freighter to the bottom on 26 May, and on 5 June the POGY retired to Midway.

She departed Midway on her second war patrol on 26 June 1943. Throughout July she covered the Empire-Truk main communication and supply line. While patrolling submerged east of the Pulap Islands on 5 July, two freighters were sighted and attacked with torpedoes. The leading 3000 ton freighter was damaged by one hit.

The POGY's luck was better on the 31st when she sighted an aircraft ferry steaming for Truk. Commander Wales made two skillful tactical maneuvers and on the 1st of August fired two torpedoes sinking the 7,497 ton MONGAMIGAWA MARU and her valuable cargo. The submarine then departed the area, stopping at Johnston Island for fuel on the 14th, and arrived at Pearl Harbor two days later for refit.

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HISTORY OF USS POMFRET (SS 391)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire, even attacking shipping in Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaisance raiders and by attacking combat units including ASW vessels. The submarine USS POMFRET was so employed earning 5 battle stars.

Her keel was laid on 14 July 1943 at the U. S. Navy Yard, Portsmouth, New Hampshire. Miss Marilyn Maloney, daughter of Senator Francis Maloney, christened the ship as she slid down the ways on 27 October 1943. The "POMFRET" was named for a fish of the "sea-bream" family. A powerful and speedy swimmer, it lives near the surface, but also lives down to a depth of five hundred fathoms.

The POMFRET was commissioned on 19 February 1944 with Commander Frank C. Acker, USN, as her first commanding officer. After an extensive training period, the ship arrived in Pearl Harbor on 1 June 1944.

On 23 June, she departed Pearl Harbor fully loaded, well trained, and ready for war. After a stop at Midway for fuel, she set course for her first patrol area -- East Kyushu and Bungo Suido. On 6 July she was forced to make a crash dive when attacked by a Japanese plane. She encountered only a sampan and escort vessels until 12 July when a ship was sighted off Bungo Suido. Upon closing it disappointingly turned out to be a hospital ship. However, later that same day the periscope picked up legal target. This time it was a freighter with one patrol boat as escort. Battle stations sounded and she began her approach. Then the zigging target was seen to be simply swinging at anchor in water too shallow for a submerged attack. That night the POMFRET surfaced for attack. Two planes forced a short dive, but upon resurfacing a firing position was finally attained and torpedoes launched. All missed their mark.

Two nights later contact was made with every submariner's dream -- a battleship. However the POMFRET's bad luck continued and due to the speed of the target, a suitable firing position could not be reached. In view of the fact that a battleship should be attacked however slight the chance of success, a long torpedo run was accepted and torpedoes fired. The POMFRET was immediately forced down and although timed explosions were heard, definite results were not observed and only possible damage could be claimed.

The next action occurred on 20 July when a periscope contact developed into two ships and two escorts. A bad zig at the last minute forced a shift of targets from freighter to a small converted yacht. All torpedoes missed. No further contacts were made, and the POMFRET arrived at Midway for refit on the 16th of August.

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HISTORY OF USS POMPON (SS 267)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire, even attacking shipping in Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaisance raiders and by attacking combat units including ASW vessels.

Paradoxically called the "Peaceful P", the USS POMPON sank 13,470 tons of enemy shipping during her nine war patrols. Although officially credited with only four successful patrols, official statistics are often misleading. They disclose nothing of the courage and determination displayed by her officers and men in the face of imminent peril; nor of the blind frustrations felt when perfectly set and fired torpedoes smash into the target and absolutely nothing happens.

The keel of the SS 267 was laid on 26 November 1941 at the Manitowoc Shipbuilding Company, Manitowoc, Wisconsin. She was christened the USS POMPON by Miss Katherine Mary Wolleson, daughter of Captain E. A. Wolleson, USN, at the launching on 15 August 1942. Following naval tradition of naming submarines for fish, the POMPON was named for a tropical American fish of the Anisot family. On 17 March 1943 she was commissioned with Lieutenant Commander E. C. Hawk, USN, as her skipper.

On 5 April 1943 she began her voyage down the Mississippi River to New Orleans in a floating drydock. Stores were loaded at New Orleans and she sailed for the Pacific.

The POMPON steamed from Brisbane, Australia on 10 July 1943 to conduct her first war patrol in the Truk area. Only a few days out, a Japanese submarine fired two torpedoes at her, both passing ahead. Besides patrolling off Truk, the POMPON formed a scouting line with other submarines to cover SEVENTH Fleet operations. As such, her primary mission was to observe and report rather than to attack shipping, but on 25 July she seized the opportunity and torpedoed the 5,871 ton transport THAMES MARU. In the same action two more attacks damaged a second transport and also a smaller transport. Numerous patrol boats and another enemy submarine were evaded, and the POMPON returned to Brisbane on 22 August 1943.

She departed Brisbane on 12 September for the second patrol. Enroute to her area in the South China Sea north of Singapore, she was fired on by a friendly Liberty Ship. Luckily the range was too far for damage. An escorted 8,000 ton Japanese auxiliary was encountered in the Sulu Sea and four torpedoes fired after a submerged approach. All exploded prematurely when only a few hundred feet ahead of the POMPON, shaking her violently, smashing lights, and knocking cork loose. A northbound convoy was contacted crossing the Gulf of Siam and a submerged approach was made on a 7,000 ton tanker. Two torpedoes were fired for two hits, one climbing up the tanker's side. Both were duds. After a near miss by a Japanese submarine the POMPON returned to Fremantle, Australia on 5 November 1943 for supplies.

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HISTORY OF USS PRICHETT (DD 561)

Already decorated with eight Battle Stars for participating in major campaigns throughout the Pacific, the destroyer USS PRICHETT was awarded the Navy Unit Commendation for heroism during the Okinawa campaign in 1945. Acting as a fighter director and radar picket ship, the PRICHETT came under heavy air attacks, knocking down six planes unassisted and adding in the destruction of several others. When the USS CALLAGHAN sank after being hit by a Kamikaze, the PRICHETT stood by for several hours, although she had been struck by a suicide plane during the same action.

The keel of the gallant destroyer was laid in the yards of the Seattle-Tacoma Shipbuilding Corporation at Seattle, Washington, on 20 July 1942. A distant cousin of the ship's namesake, Mrs. Orville Alfred Tucker christened the ship when she was launched on 31 July 1943. The PRICHETT was placed in commission on 15 January 1944, with Commander Cecil T. Caufield, USN, as her first commanding officer.

The USS PRICHETT (DD 561) was named for Lieutenant Commander James M. Prichett, USN, who served with distinction during the Civil War, and was commended for his effective actions as commander of the gunboat TYLER at the Battle of Helena, Arkansas, where according to Rear Admiral Porter, the TYLER saved the day by aiding General Prentiss to repulse an attack by greatly superior rebel forces, under General Price. Outnumbering Union forces 5 to 1 the rebels attacked on 4 July 1863 and had overrun a small fort and the outposts of Helena. They had made the crest of the hill which commanded the town and, in possession of several light field pieces, would probable have taken the town but for the timely arrival of the gunboat TYLER, Prichett opened up with his heavy battery at short range and with two 30-pounders on a nearby hill caught the rebels in a cross fire that cut them to pieces and defeated General Price's greatly superior force.

Admiral Porter praised Lieutenant Commander Prichett and the TYLER in his report to the Secretary of the Navy, saying, "I have the honor to enclose you a full report of the late affair at Helena, where the gunboat TYLER saved the day and enabled our little band of soldiers to capture a number of the enemy." He was born in August 1836 in Centerville, Indiana.

After a shakedown cruise off San Diego, the new destroyer was pronounced fit on 10 March 1944 and got underway for her post-shakedown availability at Seattle. When her yard period was finished, she steamed south to San Francisco and joined the CAPPS and RUSSELL for a passage voyage to Pearl Harbor and training exercises until 28 April, when the ship sailed for Manus, to join the fast carrier Task Force 58 for an attack on Truk.

The force was just returning from support of the Hollandia landings, and launched attacks against Truk on the 29th and 30th, dropping 740 tons of bombs, shooting down 63 planes and destroying at least 60 more on the ground. The PRICHETT steamed with the carrier screen, and acted as plane guard. During the strikes on the 29th she rescued two survivors from a LEXINGTON scout plane. The force retired to Majuro on 4 May.

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HISTORY OF USS PUFFER (SS 268)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire, even attacking shipping in Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaisance raiders and by attacking combat units including ASW vessels.

In a brilliant career of twenty-six months the USS PUFFER took a steady toll of Japanese shipping, and on her maiden patrol survived a severe depth charge attack. Decorated with nine Battle Stars, she was also awarded the Navy Unit Commendation for her heroism during the Fourth War Patrol.

The submarine's keel was laid at the Manitowoc Shipbuilding Company at Manitotoc, Wisconsin on 16 February 1942. Named for a fish of the Plectognathi group which inflates its body with air, the PUFFER was launched on 22 November 1942. Mrs. Ruth B. Lyons, grand-daughter of Mr. Chris Jacobson, the shipyards oldest employee, served as sponsor.

After extensive trials in Lake Michigan the PUFFER was placed in commission on 27 April 1943, with Lieutenant Commander M. J. Jensen, USN, commanding. She was then transported to New Orleans, Louisiana on a floating dry dock via the Mississippi River. Upon departure from New Orleans, she exercised at Panama for a month, and then steamed to Darwin, Australia.

The PUFFER arrived at Darwin on 6 September 1943, and departed the following day for her First war patrol in the Makassar Strait and Celebes Sea Areas. Her first opportunity to attack enemy shipping came on 17 September when she made a periscope approach on a group consisting of a transport, a freighter and one escort vessel. The attack resulted in the freighter being sunk and the transport damaged. Depth charge attack by the escort prevented further attack, but she had already exacted from the enemy a toll in an amount approaching her own cost.

By mid-morning on 9 October 1943, the PUFFER was on the track of a large Japanese merchant ship. At 1110 she hit the merchantman with two torpedoes. The target stopped dead in the water and assumed a list, but refused to sink. Two more torpedoes were fired from the stern tubes. One prematured, and the other torpedo either missed or was a dud. So the PUFFER maneuvered for still another attack. The ship's escort, a CHIDORI-class torpedo boat, had been seen earlier in the morning, but at this time was nowhere in sight. Left to defend herself, the damaged merchant ship opened fire on the submarine. Then, at 1125 three distant depth charged were heard by the PUFFER's sound operator, and a few minuted later there was "pinging" and the sound of fast screws approaching. Commander Jensen decided to clear the area, but still hoping to finish off the damaged ship, did not order deep submergence. The attack came raining down. The first attack of six depth charges let water in all hatches, backed sea valves off their seats, sprung the sound head bearing, blew numerous gaskets, and damaged the

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HISTORY OF USS QUAIL (AM 377)

The minesweeper USS QUAIL was constructed by the Savannah Machinery and Foundry Company in Savannah, Georgia, during the year 1944, and was named for a bird. Miss Vivian Rahn, an employee of the company, was chosen as sponsor.

Her keel was laid on 12 April 1944, and she was launched on 20 April 1944. The minesweeper was first commissioned on 5 March 1945.

The newly commissioned sweeper sailed on 16 March 1945 enroute to the Charleston Navy Yard, Charleston, South Carolina, for fitting out and yard availability,

She reported to Commander Minecraft Shakedwon Group, Little Creek, Virginia, for shakedown on 27 March 1945. She then sailed to Norfolk, Virginia, arriving there on 30 April 1945 for repairs.

Commander Service Force, Atlantic Fleet, ordered USS QUAIL underway on 10 May 1945 for Guantanamo Bay, Cuba. She arrived there on the 15th, and got underway again in company with USS VESOLE and the Italian submarine SS DANDOLO to conduct anti-submarine exercises.

From Guantanamo Bay the vessel sailed on 16 May enroute to Coco Solo, Canao Zone. Upon her arrival there, she was ordered to San Diego, California, where she underwent voyage repairs. Upon completion of the repairs, QUAIL departed for the Pacific theater of operation on 4 June.

Her group arrived in Saipan on 28 August and reported to Commander Task Group 95.4, who assigned them to the Marianas Group for temporary duty. The ship tied up alongside USS HECTOR the following day for tender availability.

QUAIL sailed for Okinawa, arriving on 19 September. Upon her arrival there Lieutenant Clifford E. Hallock, Jr., USNR, relieved Lieutenant Commander Charles Bulfinch, USNR, as commanding officer

When World War II ended, QUAIL sailed from Okinawa for Wakayama Wan, South Coast of Honshu, Japan. The minesweeper operated in the Pacific until 4 April 1946 when she reported to the 19th Fleet for inactive duty in the San Diego area.

USS QUAIL earned 1 Battle Star in the Asiatic-Pacific Area Service Medal for participating in minesweeping operations in the following areas: Nagoya (Honshu Area) 1 October 1945 to 25 October 1945; Tachibana Wan (Kyushu-Korea area) 14 December 1945 to 31 December 1945; and "Klondike" (East China Sea, Ryukyus Area) 6 November 1945 to 7 November 1945.

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HISTORY OF USS ROBERT H. SMITH (DM-23)

Commissioned late in 1944, the light minelayer USS ROBERT H. SMITH entered the war in time to earn the Navy Unit Commendation for her heroic action during the seizure of Okinawa from 24 March to 24 June 1945.

USS ROBERT H. SMITH was built by the Bath Iron Works, Bath, Maine. Her keel was laid on 10 January 1944 and she was launched on 25 May of the same year. Mrs. Robert H. Smith, wife of the ship's namesake, served as sponsor at the launching.

The destroyer-minelayer was named for Captain Robert H. Smith, USN, who was killed in a seaplane crash in passage from Pearl Harbor to San Francisco. Captain Smith held the Victory Medal, Atlantic Fleet Clasp; the American Defense Service Medal with Bronze "A" and the Asiatic-Pacific Area Service Medal.

Built as a destroyer of the SUMNER class, USS ROBERT H. SMITH was converted to a destroyer-minelayer prior to commissioning. Upon being commissioned on 4 August 1944, Commander Henry Farrow, USN, assumed command.

On 22 September she was ready for her shakedown cruise and sailed for Bermuda, arriving there on the afternoon of 24 September. The next several weeks were filled with intensive drills and exercises designed to bring ship and men together into one well organized team.

One of her anti-submarine drills had the impromptu atmosphere of the real thing, when ROBERT H. SMITH and several other new destroyers engaged in a 24-hour hunt for a suspected enemy submarine. The contact was never developed however, and she was denied the satisfaction of a "kill".

She arrived at Norfolk, Virginia on 22 October and the following day, sailed up the river to Yorktown where she loaded practice mines. The next four days were spent in minelaying exercises in the Chesapeake Bay. She then steamed to the Boston Navy Yard, arriving on 29 October 1944.

On 15 November ROBERT H. SMITH sailed for Norfolk where she joined a Pacific-bound convoy. She transited the Canal on 28 November and set course for San Pedro, California, arriving there on 9 December.

Several days of shore bombardment practice and fighter direction exercises followed in the vicinity of San Clemente Island before the ship was suddenly ordered to Pearl Harbor where she arrived on 21 December. Until 10 January the ship was equipped in the Navy Yard as a fighter-director ship. During this time, Commander Mine Division SEVEN transferred his flag from the ship to USS SHANNON (DM-25).

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HISTORY OF USS SAMARITAN (AH 10)(EX CHAUMONT - AP 5)

The auxiliary hospital ship USS SAMARITAN was constructed by the American Shipbuilding Corporation at Hog Island, Pennsylvania during 1920 and was first built as an Army transport. She was first USS CHAUMONT (AP 5) and her named was later changed to SAMARITAN in 1944. The ship was acquired by the Navy on 3 November 1921, and was first commissioned on 22 November 1921.

USS SAMARITAN was re-commissioned from the Reserve Fleet on 1 March 1944, by the Commandant THIRTEENTH Naval District in Seattle, Washington, with Commander C. W. Scribner, USNR, assuming command.

On 6 and 7 March 1944, the ship got underway for trial runs in Puget Sound. She sailed on 18 March as a unit of Task Unit 14.5.7 enroute to San Francisco, California, arriving on the 21st. The following day a representative of the Fleet Operational Training Command, reported aboard and conducted an inspection of the vessel.

SAMARITAN sailed on 25 March for Honolulu, T. H. as a member of Convoy 2376 which consisted of SS PRESIDENT TYLER, SS CAPE MEARS, USS HOWARD, USS CARAVAN, and USS SPEAR.

The convoy arrived in Honolulu on 1 April, and sailed on the 4th for San Francisco with 242 patients embarked. After her arrival in San Francisco, SAMARITAN underwent a voyage repair period from 11 to 21 April.

She made another voyage to Honolulu on 23 April carrying 415 passengers.

When she arrived in Honolulu, 499 patients were embarked and SAMARITAN sailed on 4 May for San Francisco, California in company with USS REVENGE.

The hospital ship made a third voyage to Honolulu in early May in company with USS HOLBERT, and upon her arrival in Pearl Harbor on 20 May, reported to Commander Service Force, Pacific Fleet for duty.

From 1 to 8 June 1944, SAMARITAN was moored at the Navy Yard, Pearl Harbor undergoing repair availability. Commander Service Force ordered her underway on 9 June for Kwajalein Atoll, Marshall Islands. She sailed from Kwajalein on 19 June enroute to Eniwetok Atoll, Marshall Islands.

After a voyage to Saipan during the latter part of June 1944, she embarked 704 patients for transportation to Kwajalein. The patients were debarked in Kwajalein on 29 June, and the hospital ship returned to Saipan on 8 July 1944.

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HISTORY OF USS SHAMROCK BAY (CVE 84)

The Navy's rising need for anti-submarine warfare weapons and a fast sure way to transport planes in a fighting-readiness condition prompted cpmversion of several P-1 maritime hulls to escort aircraft carriers. USS SHAMROCK BAY was built and converted by the Kaiser Shipbuilding Company, Vancouver, Washington. She was commissioned on 15 March 1944, with Captain Frank T. Ward, Jr., USN, as her first commanding officer.

She operated along the West Coast of the United States until 10 April, undergoing various training exercises and tests. During that period a Navy blimp made an experimental landing on her flight deck.

On 13 April, SHAMROCK BAY sailed for the East Coast via San Diego, California. She remained there until 21 June, transitted the Canal on 30 June, and sailed for Hampton Roads, Virginia on the following day, arriving on the 7th.

She then operated as escort carrier for convoys enroute to Casablanca, French Morocco. On the eastward leg of each voyage she ferried fighter planes for the U. S. Army and in her living compartments she carried combat ready Army troops and Navy personnel destined for the Amphibious Commande in Europe.

The return voyage saw her ferrying war-worn aircraft back to the United States for use in training commands and for salvage. Passengers were also embarked on both return voyages.

On 27 October 1944, SHAMROCK BAY ended her Atlantic escort duty when she put in at the Norfolk Navy Yard. There orders were received to embark an anti-submarine composite squadron which was to operate between Bermuda and Brazil. These orders were changed, however, and in the midst of the preparations, she stood out for the Pacific again with Composite Squadron VC 42 on board. The change in plans was prompted by the sinking of USS GAMBIER BAY during the Battle for Leyte Gulf. SHAMROCK BAY was to take her place in Escort Carrier Division 26.

At Pearl Harbor Composite Squadron VC-42 was replaced by VC-94 and from 10 December 1944 until 27 June 1945, the ship operated as a support carrier in two major operations, Lingayen Gulf and Okinawa.

At Lingayen Gulf SHAMROCK BAY was to earn her life-long nickname"The Rock". Departing Manus Island on New Years' Eve 1944, she headed north to join one of the greatest armadas man ever set sail on any sea. For eight days she sailed up from the south, to the northern tip of Mindanao, through the Surigao Straits and on past Negros, Panay, Mindoro, always within sight of the enemy.

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HISTORY OF USS SITKOH BAY (CVE 86)

The escort carrier USS SITKOH BAY was built in response to an urgent need to augment the aircraft carriers operating with the U. S. Navy in World War II. The ships were quickly built and placed on active duty with the fleet. Far from being the "Kaiser Coffins", as some sceptics called them, they proved their effectiveness in combat with the enemy and in the violent typhoons which raged in the Western Pacific.

The escort carriers performed three important duties in World War II. They operated as combat carriers in support of landings upon enemy-held territory and as "hunter-killers" in anti-submarine warfare in the Atlantic; as transport carriers to provide aircraft, personnel and cargo to the fleet directly or to advance bases; and as training ships to provide combat squadrons with experience in carrier operations.

The part played by SITKOH BAY during the war was principally that of a replenishment carrier to supply units of the fleet engaged in making strikes on the enemy in the western Pacific. The ship was also employed for brief periods in affording refresher training for pilots in carrier operations. SITKOH BAY operated as a unit of Carrier Transport Squadron Pacific, under the command of Rear Admiral S. P. Ginder. This Squadron was the logistic key to support of the fast carrier task forces. One of the wonders of World War II was the continuous support of the combatant forces over vast reaches of the Pacific in the forward areas which enabled the U. S. Navy to maintain a continuous striking power that kept the enemy relentlessly off balance until the final victory was won. To the escort carriers of the Carrier Transport Squadron it meant long periods of steaming with little time in port; a comparatively non-combat role which had its only compensation in the knowledge that they were a vital part of the most effective striking force ever produced in Naval history.

SITKOH BAY, like many of her class, was named after a bay in Alaska. Sitkoh Bay is a small inlet just off Peril Strait and is relatively unknown, although for centuries it has served as a refuge for seafaring men from "williwaws" off the Gulf of Alaska.

Built by the Kaiser Company in Vancouver, Washington, the ship's keel was laid on 28 November 1943. The ship was launched on 19 February, just 83 days after keel laying, and was sponsored by Mrs. Henry M. Millinix, widow of Rear Admiral Millinix. After USS SITKOH BAY slid down the ways into the Columbia River, she was fitted out and commissioned at the U. S. Naval Station at Astoria, Oregon on 28 March 1944, with Captain Robert G. Lockhart, USN, assuming the first command of the ship.

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HISTORY OF USS SONOMA (ATO 12)(EX AT 12)

The ocean going tug USS SONOMA was constructed by the New York Shipbuilding Corporation in 1911, and was named for the Sonoma river in California.

The keel of USS SONOMA was laid on 7 November 1911, and she was launched on 11 May 1912. Her completion date was 6 September 1912.

When World War II commenced, USS SONOMA was enroute from Wake Island to Pearl Harbor, Hawaii. During this time, Lieutenant Commander J. A. Ouellet, USN, was the commanding officer.

The ocean going tug made a voyage to Canton Island during the latter part of February 1942, returning to Pearl Harbor on 31 March 1942.

USS SONOMA remained in the Pearl Harbor area serving as a channel guard vessel under Commander Service Force, Pacific Fleet, until early October 1942, when she sailed in company with USS ELLET and USS TURKEY, towing ARD-2 and YO-24 to Dumbea Bay, New Caledonia.

The group arrived in New Caledonia on 3 November 1942, and on the 8th, the tug took USS ALHENA in tow and sailed for Sydney, Australia. The formation was patrolled by PC-497.

After their arrival in Sydney on 18 November 1942, USS SONOMA tied up alongside USS DOBBIN for repairs and routine upkeep. She returned to New Caledonia on 6 December and operated in Noumea Harbor, New Caledonia throughout the remainder of December, providing various services.

SONOMA sailed on 2 January 1943 enroute to Nepui Bay to assist the Army crash boat P-111 in returning to base. The P-111 was in an inoperative condition due to a damaged rudder. They returned on 5 January.

The next task for the little ocean tug was to assist in refloating USS SHAW which went aground on Sournois Reef in New Caledonia in early January. SHAW was refloated and towed to Great Roads Bay, Noumea.

SONOMA continued her operations around Noumea, offering various services to the fleet, and on 2 March 1943, she sailed from New Caledonia enroute to Suva Viti Levu, Fiji Islands, towing YF-247. USS RAIL sailed in company as escort.

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HISTORY OF USS THETIS BAY (CVE 90)

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare, supported by battleships and cruisers; screened by a ring of destroyers, these mobile airfields were able to strike the enemy thousands of miles in advance of our bases.

Placed in commission in the Spring of 1944, the escort carrier USS THETIS BAY acted as an aircraft transport and provided logistic support for the fast carriers of Task Force 38/58 during final raids on Japan.

Named for a bay off Alaska, the ship was built by the Kaiser Shipbuilding Company at Vancouver, Washington, where she was launched on 16 March 1944. Mrs. Rico Botta, wife of Captain Rico Botta, USN, sponsored the ship, which was first placed in commission on 21 April 1944. Captain D. E. Wilcox, USN, assumed command as the ship's first commanding officer.

After her shakedown cruise, the ship got underway singly on 5 June 1944 for Pearl Harbor from San Pedro, California. Loading passengers, she continued to Makin, Majuro and Kwajalein, returning to Pearl Harbor with 691 officers and men of the 50th U. S. Engineer battalion, together with their equipment and rolling stock. Also aboard were 22 casualties. The ship moored in Pearl Harbor on 5 July and two days later was at sea again, bound for Alameda, California, to return aircraft for repairs. From here she steamed to Terminal Island for a three-week yard period.

Out again on 11 August, she sailed for Pearl Harbor to join a group of escort carriers bound for Eniwetok. Calling at Pearl Harbor on her return voyage, she arrived in San Francisco on 12 September 1944. After a voyage to Pearl Harbor, she returned to San Diego to take aboard cargo for Manus, arriving there on 23 October 1944. From there she steamed to Majuro, Pearl Harbor and San Diego, leaving San Diego on 30 November to steam up the coast to Alameda.

Taking aboard Army fighter planes, P-38 "Lightings" and P-51 "Mustangs," she set her course for Finschhafen, New Guinea, dropping anchor there on 21 December 1944. The planes and passengers were unloaded in two days time and she sailed for Pearl Harbor. Taking aboard five flying boats and a patrol bomber, she transported them to San Francisco where, on 14 January, Commander B. E. Moore, Jr., reported aboard as prospective commanding officer.

Commander Moore relieved Captain Wilcox in Pearl Harbor on 21 January 1945, and took his ship out the same day for Finschhafen. Returning by way of Manus, she arrived in Pearl Harbor on 15 February, took aboard 79 P-51s and 104 passengers, and sailed for Guam. After conducting carrier refresher [illegible] operations off Guam, the ship took aboard passengers for Pearl Harbor and sailed on 5 March. From there she proceeded to San Diego and San Pedro.

Underway again on the well traveled route to Pearl Harbor, she took aboard a crew member from LSM 422 by breaches buoy for medical treatment. From Pearl Harbor she continued to Eniwetok, Guam and Manus before returning

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HISTORY OF USS TRIUMPH (AM 323)

Streaming her sweep gear in advance of invasion forces at Peleleu, through the Philippines and at Okinawa, the minesweeper USS TRIUMPH earned six Battle Stars during World War II.

The ship was built by the Associated Shipbuilders of Harbor Island, Seattle, Washington. Her keel was laid there on 27 October 1942 and she was launched on 25 February 1943. Lieutenant Commander Carl R. Cunningham, Jr., assumed command when the vessel was placed in commission on 3 February 1944.

After further fitting out, USS TRIUMPH sailed for San Pedro, California to complete her shakedown cruise on 15 March. During her shakedown cruise she met her first emergency by successfully rescuing an Army pilot who was forced to bail out of his plane off San Diego. Two weeks in San Francisco for a post-shakedown availability ended on 1 May when the minesweeper left the United States in a fog so thick that no one even saw the Golden Gate Bridge. Eight days later the convoy reached Pearl Harbor.

TRIUMPH then escorted a convoy to Majuro Atoll and return, followed by another voyage to Eniwetok, returning on 16 July 1944. Rehearsals then began for her first invasion, Palau. On 12 August the group set sail for Guadalcanal and on 5 September left Guadalcanal for Kossol Passage, Palau Islands.

At dawn on the 15th the ship was in position for her first invasion sweep, operating with COMPETENT and VELOCITY. Two mines snared in the sweep gear the first day, but were detected before hitting the ship. Before the operation ended, TRIUMPH had swept twelve mines. Taking up screening, piloting and escort duties, she steamed to the Russell Islands, returning to Palau via Guadalcanal. On 15 November 1944 the ship arrived in Hollandia, New Guinea and, after a false start to Ulithi and Pearl Harbor to rejoin her division, joined the SEVENTH Fleet as a replacement in Mine Division 13 and made ready to move up to the Philippines. On 30 November she anchored in San Pedro Bay, Leyte.

On 6 December 1944 TRIUMPH got underway for what turned out to be short and intense mission through Surigao Strait and up the west side of Leyte to Ormoc Bay. Kamikazes began their attack as soon as the task unit reached Surigao and continued to dive at the ships through the next day in continual attacks. The first shot fired at the enemy from aboard TRIUMPH went right into the nose of a diving fighter. The Japanese crashed several miles away.

Ormoc Bay was swept on the 7th with no results and the invasion went as planned. For the rest of the day all the ships involved were busy fighting off wave after wave of suicide planes, and when TRIUMPH retired, her decks were littered with shrapnel.

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HISTORY OF USS TUCKER (DD 374)

USS TUCKER, named for a captain in the Revolutionary Navy, was sunk by an uncharted mine in the South Pacific after less than a year of war-time duty as a convoy escort.

The destroyer, authorized under the National Industrial Recovery Act of 16 June 1933, was built by the Norfolk Navy Yard, Norfolk, Virginia. Her keel was laid there on 15 August 1934 and she was launched on 26 February 1936. Mrs. Leonard Thorner, a third cousin four times removed, christened the vessel, which was placed in commission on 23 July 1936.

The new ship was named in honor of Commodore Samuel Tucker, USN. Commodore Tucker commanded the privateers FRANKLIN, BOSTON, BEANE and THORN during the Revolutionary War. He was commissioned captain by General George Washington on 20 February 1776.

TUCKER was lying in a nest of five destroyers alongside the tender USS WHITNEY, undergoing a tender overhaul when the Japanese launched their raid on Pearl Harbor on 7 December 1941. Lieutenant Commander W. R. Terrell was in command.

The Japanese planes were first sighted as they began their dives on the battleships, and even before the general alarm could be sounded, one man had begun firing the after machine guns. Two minutes later the after 5-inch guns were firing at the enemy, while the engineering gang worked feverishly to reassemble machinery torn down for the tender overhaul.

At 0810 the main battery opened up on high flying planes, firing for half an hour. Fifteen minutes after the order to cease fire, another wave of aircraft came over, followed at 0905 by several dive bombers coming in low from all sides. During this time TUCKER registered hits on three planes, two of which crashed on a hill in flames. The other disappeared over a low ridge, smoking and flaming badly. The last group approached from the north at 0917 and two minutes later the attack was over.

TUCKER immediately began patrol duties off Pearl Harbor, followed by several months of convoy duty between Pearl Harbor and San Francisco, California. Early in April 1942 the ship was ordered to the South Pacific, escorting KASKASKIA and WRIGHT to Suva, Fiji Islands. She then escorted WRIGHT to New Caledonia, Sydney, Melbourne and Fremantle, Australia and returned via the same route to Suva, arriving on 4 June.

Getting underway again the same day, TUCKER rendezvoused with a convoy on the 7th, escorting two transports to Suva and from there to Auckland, New Zealand. The group then returned to Suva,

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HISTORY OF USS WEDDERBURN (DD 684)

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare. Supported by battleships and cruisers, screened by a ring of destroyers, these mobile airfields were able to strike the enemy thousands of miles in advance of our bases. The WEDDERBURN was in that outer ring of steel from July 1944 to August 1945. She took part in the crucial Battle of Leyte Gulf and in the Korean War of recent times.

The keel of the USS WEDDERBURN, a fast sleek destroyer of the Fletcher class who earned seven battle stars for her Pacific engagements, was laid on 10 January 1943, at the Bethlehem Steel Company, San Francisco, California. She was launched on August 1st of the same year. Placed in commission on 15 March 1944, by the Commandant of the TWELFTH Naval District, Commander John L. Wilfong assumed command as her first skipper.

The destroyer, who was soon to begin a long tour of combat duty in Pacific waters, was sponsored by Mrs. Gertrude F. Wedderburn, mother of Lieutenant (jg) Charles Foster Wedderburn, USN, who lost his life aboard the USS CHAUNCY while on convoy duty when the ship was accidently rammed by the British steamship ROSE on 19 November 1917. Both vessels were running without lights as protection against submarine attack. The after part of the destroyer immediately submerged drowning the officers and men. Few of the survivors had time to don life jackets and Lieutenant (jg) Wedderburn being a strong swimmer rescued many of his shipmates. However his heroic efforts finally exhausted him and was himself lost at sea. He was born on 2 October 1892 in Chicago, Illinois.

Shortly after commissioning the WEDDERBURN got underway in San Francisco Bay for pre-shakedown training. On 8 April she steamed to San Diego on a shakedown training cruise, returning to the Bethlehem Steel Company, San Francisco for an availability period. When this was completed on 13 June 1944 she loaded ammunition and when ready for sea sailed for Pearl Harbor in company with the destroyer escort USS FIEBERLING on 21 June 1944.

Upon arrival the WEDDERBURN joined Task Unit 19.3.2 and was assigned to plane guard and anti-submarine screen duties in the unit, operating out of Pearl Harbor until July 1st. At this time she was assigned to another task unit and sailed for Eniwetok Atoll, Marshall Islands as part of the anti-submarine screen. On 17 July she joined Task Groups 53.2 and 53.4 and got underway for the invasion of Guam. Battleships, cruisers and destroyers commenced shore bombardment at dawn on 21 July, while planes from the airfields on Saipan and from fast escort carriers launched their air strikes. The first assault troops, supported by dive bombers and close fire from the ships off-shore, landed on the beaches at 0830. During the attacks on Guam which continued into August, the WEDDERBURN performed anti-submarine, picket and patrolling duties.

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HISTORY OF USS DE HAVEN (DD 727)

Destined to participate in no less than five "star" operations during World War II and to receive the second Navy Unit Commendation awarded during the Korean Conflict, the USS DE HAVEN plunged into the waters of the Kennebec River for the first time on 9 January 1944. Her keel had been laid just six weeks before at the Bath Iron Works, on 23 November 1943.

The DD 727 was the second destroyer to bear the name of the famed mariner and Artic explorer, Lieutenant Edwin Jesse DeHaven, USN. Lieutenant DeHaven was born in Pennsylvania on 7 May 1816. Appointed Midshipman on 2 October 1829, he was commissioned Lieutenant on 8 September 1841. His early service was in the West Indies, on board the NATCHEZ and ERIE, and in South American waters aboard the LEXINGTON, NATCHEZ and ERIE. This was followed by duty in the Receiving Ships at New York and Baltimore. In June 1837 he was ordered to the Sloop- of war FALMOUTH in the Pacific, being transferred in the summer of 1839 to the USS VINCENNES, flagship of the U.S. Exploring Expedition under Charles Wilkes. In this vessel he made the famous cruise to the Antarctic and among the Pacific Islands. He was transferred to the USS PEACOCK in October 1840, and continued with the expedition, surveying in the Pacific and on the North American coast in the vicinity of Puget Sound. On 18 July 1841 the PEACOCK was wrecked in the mouth of the Columbia River, and Lieutenant DeHaven finished the cruise of the expedition in the OREGON. During 1843 he served aboard the USS TRUXTUN and in January 1845 was transferred to the USS SOMERS. The SOMERS was active in the Gulf of Mexico during the early part of the trouble with Mexico, and took part in the first expedition against Alvarado. On 3 May 1850 Lieutenant DeHaven was placed in command of the Grinnell Rescue Expedition to search for Sir John Franklin, and to make scientific explorations. The two ships of the Expedition, the brigs ADVANCE and RESCUE, were caught in the ice west of Greenland in September and drifted for nine months. The Expedition failed to find Franklin, but discovered and named Grinnell Land, and did other scientific work. Lieutenant DeHaven retired on 6 February 1862, and died 1 May 1865.

In February 1943 the first DeHaven (DD 469) died fighting near Guadalcanal under the blows of Japanese dive bombers. Her fighting days had lasted but a few months.

At the launching of the present DE HAVEN on 28 June 1944, she was christened by Miss Helen N. DeHaven, granddaughter of the ship's namesake, who had also christened the first DE HAVEN. On 31 March 1944 the DD 727 was commissioned and placed under the command of Commander J. B. Dimmick, USN. She was the best the Bath Iron Works could produce -- 2200 tons of fighting steel, the most deadly super-destroyer in the world. A month of fitting-out in the Navy Yard, a month of strenuous shaking down in Bermuda, another month of alterations in Boston, and she was ready.

On 5 July 1944 the DE HAVEN reported to the training command at Norfolk where she acted as instruction ship for new destroyer crews for a week and conducted high speed fueling exercises at sea. On 9 July Captain Jesse H. Carter, USN, Commander Destroyer Squadron 61, shifted his pennant to the U.S. DE HAVEN, and she joined the USS RANGER for the first of many flat-top escort